

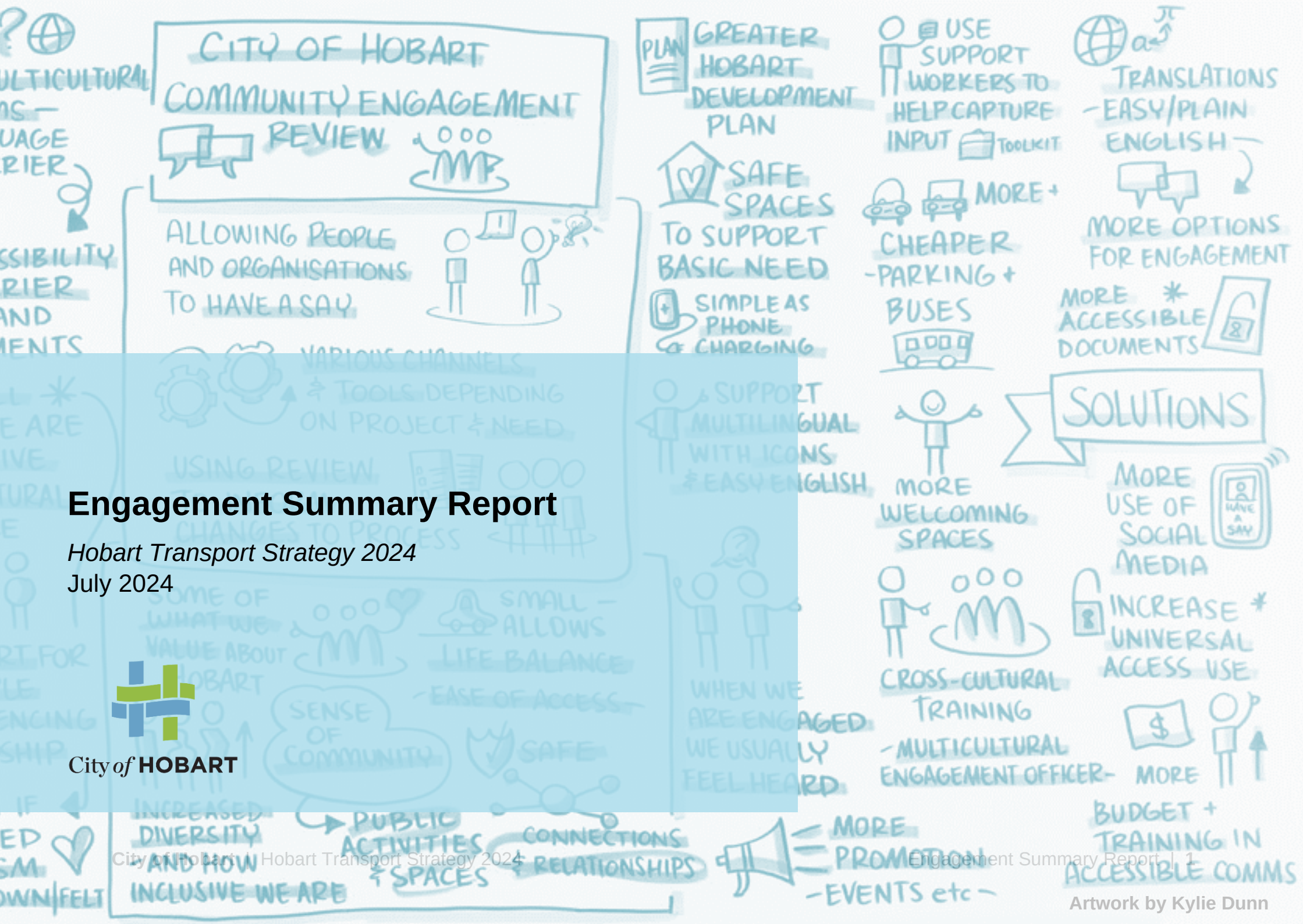
Engagement Summary Report

Hobart Transport Strategy 2024

July 2024



City of **HOBART**



Document Purpose

This document summarises feedback sought on the draft *Hobart Transport Strategy 2024* and the draft *Parking and Kerbside Management Plan*. This is a public facing document intended to report back to engagement participants and key stakeholders providing insight on who we engaged with, what was heard and how feedback was used.

This report does not include specific mention of every concept we heard; however, care has been taken not to over-generalise. This report does not make assumptions about the reasons why respondents feel the way they do or provide recommendations for the project. The project team has analysed the raw data of all feedback and responses to produce this report.

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Overview

Project Scope

The *Hobart Transport Strategy 2024* (the Strategy) aims to deliver transport choice in Hobart and will help the City of Hobart make decisions that will benefit the city over the next 10 years. This includes how the City invests in transport.

The *Parking and Kerbside Management Plan* aligns with the Strategy and will guide decisions related to parking supply, demand management and optimisation.

Both the Strategy and *Parking and Kerbside Management Plan* include implementation plans to deliver on the vision of the Strategy.

Engagement Scope

Key Stakeholders

In 2023 and 2024 targeted feedback was sought from identified key stakeholders. This was undertaken through:

- one-on-one meetings
- project working groups
- presentations / info sessions
- submissions

Broader Community

The broader community was invited to share feedback on the draft documents from 1-31 May 2024. Engagement opportunities were available online and in person. These included:

- a survey (online and hardcopy)
- pop-up stalls at
 - Farm Gate Market
 - Doone Kennedy Hobart Aquatic Centre
 - Mathers House

We wanted to hear from our community about:

- which transport modes are most important, to inform how key actions should be prioritised
- any additional feedback on the draft Strategy

We also wanted to share information with the community on key transport challenges and opportunities in Hobart.

Previous engagement

The draft *Hobart Transport Strategy 2024* was informed by previous community engagement. This includes feedback gathered by the City of Hobart during the development of:

- the draft Transport Strategy (2016-2018)
- other City-led policies and projects involving the City's streets and movement network (2018-2023)

The insights we gained from our community during these previous engagements guided our approach for engagement on this project.

The full [Previous Engagement Report](#) can be downloaded from [Your Say Hobart](#).

Summary

Overall

We had over 230 face-to-face conversations with people
1,300 project page visits on Your Say Hobart
466 community members filled in the survey
113 community members voted on the YouthARC instagram poll
22 community members and organisations provided written submissions
We had a total reach of 94,435 through the communications campaign

Key findings

Our community cares deeply about our transport system and have many ideas about how this can be improved.

Transport is a complex topic with many strongly-held views in the community.

Our community want the City of Hobart to prioritise public transport and active transport to support transport choice.

More people are supportive of the Strategy's intent than oppose it.

How we connected

We adopted a range of different communication channels and engagement activities to reach as many people as possible about the opportunity to have their say.



Social media

2 posts on the City of Hobart Facebook page, 1 post on the City of Hobart LinkedIn page as well as a paid social media campaign on Facebook



Email and e-newsletters

Targeted emails were sent to registered users of Your Say Hobart, local schools and UTAS and TAFE contacts

The project was included in regular e-newsletters including Hello Hobart, TasCOSS and Print Radio Tasmania



Posters and postcards

Posters and postcards were put up in various locations around the city including the Hobart Library, metro shop and key commercial locations



Diverse groups

The project team attended in-person meetings with all City of Hobart reference groups



Pop-up stalls

3 in-person pop-up stalls were held with information about the project as well as a dot-voting activity



Young people

The project team attended a Youth Advisory Squad (YAS) meeting, posters were put up at YouthARC and a poll was posted on YouthARC's instagram

Who we heard from

Key stakeholders

Key stakeholders were identified in the early stages of the project by analysing groups or organisations with a significant interest in or those that would be impacted by the project. These key stakeholders were involved in the development of the draft documents. They were also invited to provide feedback to the draft documents during the engagement period. Key stakeholders we heard from included:

- Government departments
- Transport industry groups
- Transport advocacy groups
- Transport providers
- Neighbouring councils
- Education institutions
- Community groups
- Health networks
- City of Hobart teams

Submissions

Submissions from the following groups and organisations were received during the engagement period:

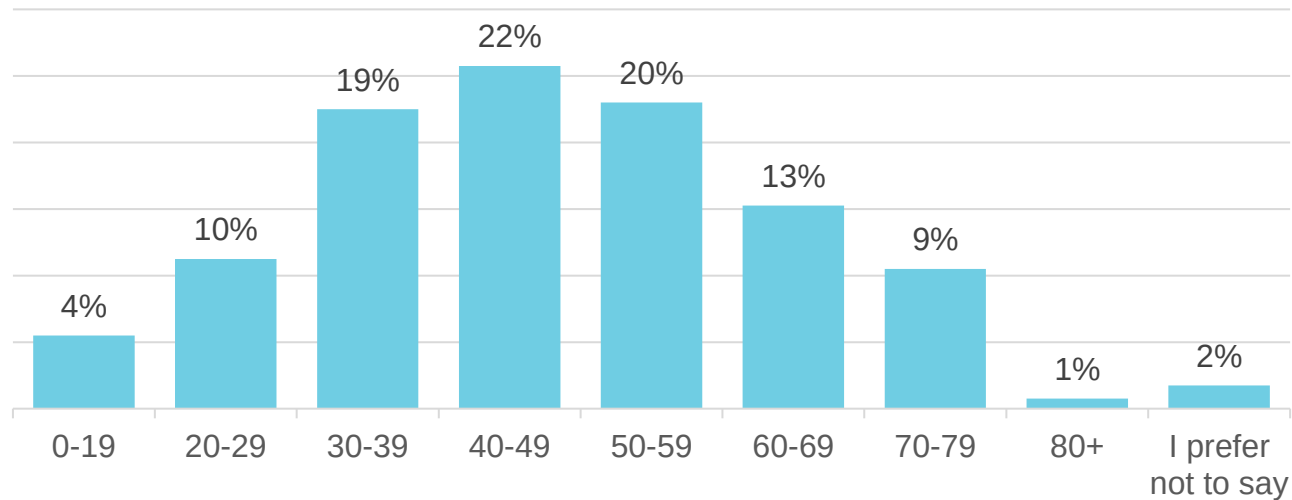
- Bicycle Network Tasmania
- Cycling South
- Department of State Growth
- Hobart Northern Suburbs Rail Action Group
- South Hobart Sustainable Community
- SRT Logistics
- Tasmanian Active Living Coalition

The project team has responded directly to all submissions, explaining how their feedback was used.

Community survey

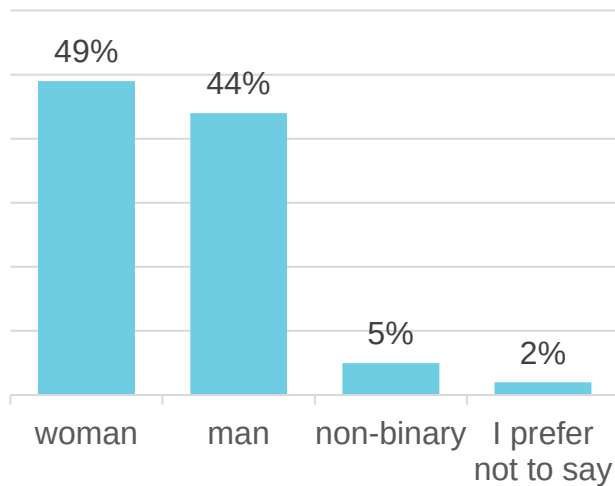
466

community members filled out the survey



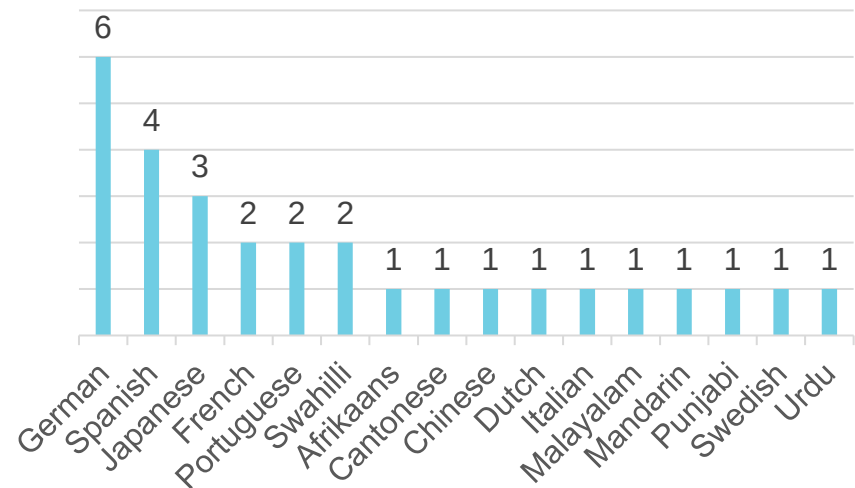
age range

The survey captured responses from community members across all age groups. The greatest number of people (285 people representing 61%) fell within the age range of 30 to 59 years old. 7 people (2%) chose not to indicate their age



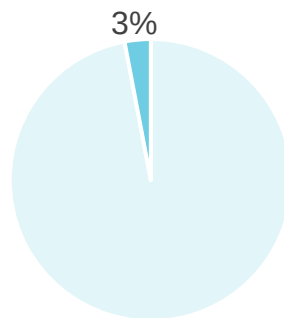
gender

49% were women, 44% were men, 2% were non-binary and 5% chose not to indicate their gender



languages

9% or 39 community members spoke a language other than English at home

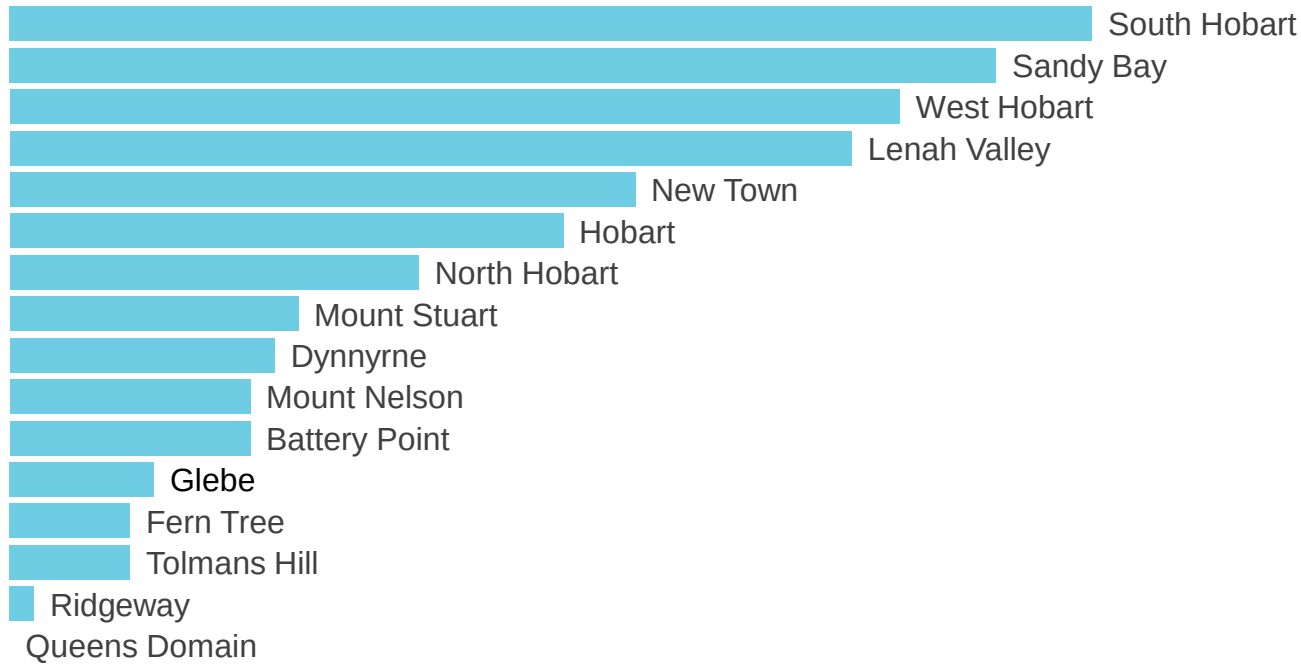


13

community members (or 3%) identified as Aboriginal or Torres Strait Islander. 29 people (6%) preferred not to say

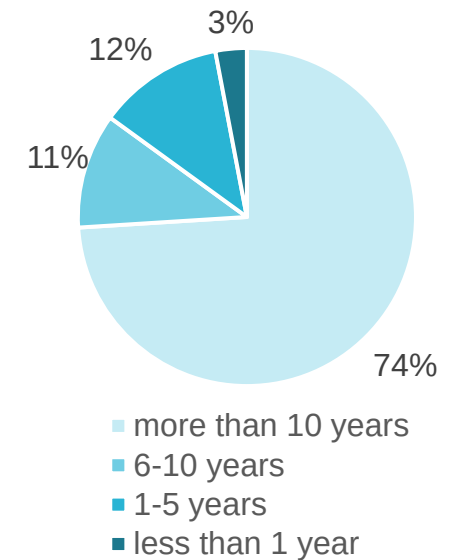


61% of community members lived in Hobart



The survey captured responses from residents across all suburbs within Hobart except Queens Domain. South Hobart residents were the largest group, making up 16% (45 people) of survey respondents, despite being just 10% of Hobart's population.

How long have you lived in Hobart?

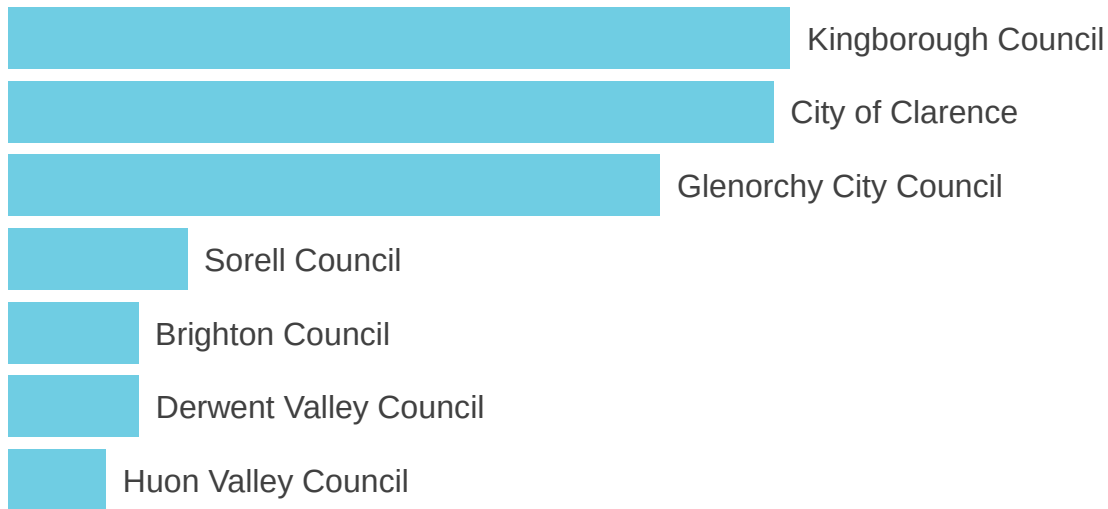


74%

of community members who live in Hobart (205 people) have lived in Hobart for more than 10 years

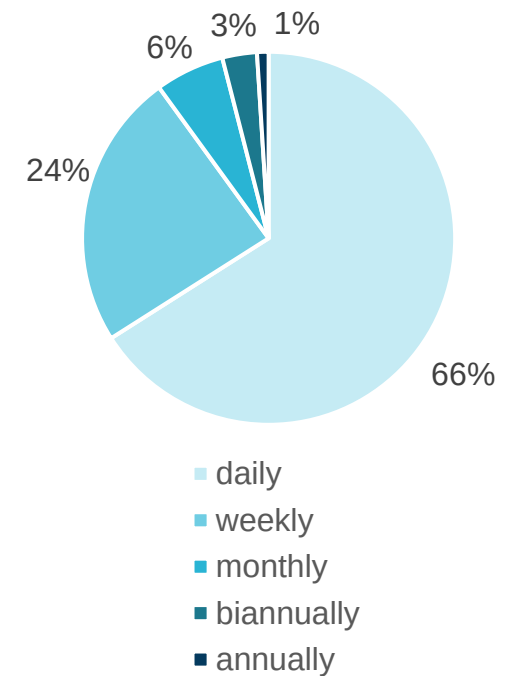


36% of community members lived in surrounding areas



The survey captured responses from residents across all surrounding local government areas (LGA). The largest group of responders were from Kingborough Council (48 people) and City of Clarence (47 people). These collectively made up 57% of all community members residing in surrounding areas

How often do you visit Hobart?



66%
of community members living in
surrounding areas (119 people)
visit Hobart daily

What we heard

Key stakeholder insights

The project received submissions from a range of key stakeholders, all of whom showed a general level of support for the themes and intent of the draft *Hobart Transport Strategy 2024* and the draft *Parking and Kerbside Management Plan*. In their submissions, key stakeholders included various specific recommendations and areas of focus which we have considered to ensure a more integrated, efficient and inclusive transport system is reflected in the final documents.

The City of Hobart will continue to work with these and other key stakeholders in the implementation of the Strategy.

If you would like to read a summary of what we heard from each stakeholder, refer to **Appendix A** or download the standalone *Key Stakeholders Report* from [Your Say Hobart](#).

Community survey insights

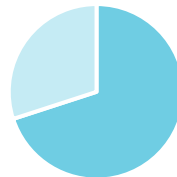
The Transport Strategy vision and themes were developed from earlier engagement. As a result, the survey sought feedback on key actions identified in the draft Strategy and *Parking and Kerbside Management Plan* to help prioritise actions for implementation. The survey was divided into sections corresponding to the themes in the draft Strategy. In each section, participants were asked to rate the importance of various actions.

In total, we asked about 25 actions in the survey. Below are the top 8 actions, ranked by the percentage of people who rated the action as 'extremely important'. These actions were indicated as 'extremely important' by more than 50% of people who filled in the survey. We used these rankings to develop the key priority actions to deliver transport choice for Hobart, creating a shortlist of actions from our implementation plan to be delivered in the short term.

If you would like to see how respondents rated all 25 actions, refer to **Appendix B** or download the standalone *Detailed Survey Report* from [Your Say Hobart](#). If you would like to see the survey used to collect feedback, refer to **Appendix C**.



- 1. Public Transport:** *Continue to work with and advocate to the Tasmanian Government to improve public transport*



70%
of community members (322 people) said that this action was extremely important to them

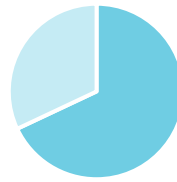
The Strategy prioritises this by:

Recognising the role of the Tasmanian Government in management of the public transport system through our key priority action:

- *Actively participate in a Tasmanian Government review of the Greater Hobart bus network (Action 55)*



2. Climate ready transport:
Increasing active and public transport choice



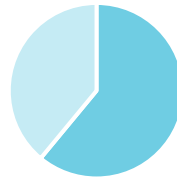
68%
of community members (314 people) said that this action was extremely important to them

The Strategy prioritises this by:

Increasing active and public transport choice is a key objective of the Strategy and cuts across a number of themes, with reducing emissions from transport a clear co-benefit of our priority actions across bikes and micromobility, walking, and public transport



3. Public Transport: *Contribute to improved public transport through improving service visibility and user experience*



61%
of community members (283 people) said that this action was extremely important to them

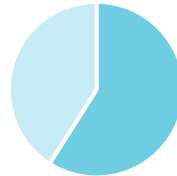
The Strategy prioritises this by:

Continuing to play an active role in improving service visibility and user experience on road space we manage through our key priority actions:

- *Working with the Tasmanian Government on active transport connectivity to new ferry terminals (Action 50)*
- *Working with bus operators to optimise kerbside space for public transport (Action 3)*



4. Walking: *Continue to create a walkable central Hobart*



59%
of community members (273 people) said that this action was extremely important to them

The Strategy prioritises this by:

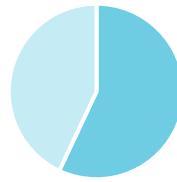
Facilitating safer, more comfortable and convenient pedestrian movement in central Hobart through our key priority action:

- *Undertake a complete audit of streets and pedestrian crossings in Central Hobart, and prioritise accessibility and safety (Action 33)*



5.

Safe and healthy streets:
Prioritise vulnerable road users (people walking and riding, including motorbikes and scooters) through improved infrastructure and traffic management



57%

of community members (263 people) said that this action was extremely important to them

The Strategy prioritises this by:

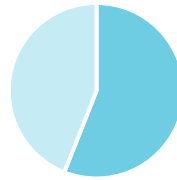
Enhancing safety and comfort for vulnerable road users through our key priority action:

- *Trial an area-wide speed limit reduction in one of our city neighbourhoods (Action 13)*



6.

Walking: *Continue to improve walking in our neighbourhoods*



56%

of community members (259 people) said that this action was extremely important to them

The Strategy prioritises this by:

Our key priority action:

- *Local Area Mobility Plans to improve active transport in our neighbourhoods (Action 29)*



7.

The Strategy prioritises this by:

Supporting and enabling our community, focussing on school communities through our key priority action:

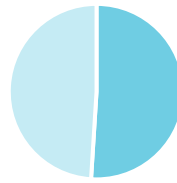
Behaviour change: *Enabling our community*

51%
of community members (235 people) said that this action was extremely important to them

- *Trial a travel behaviour change event with one of our School Access Travel Plan partner schools (Action 7)*



8. Bikes and micromobility: *Make it easier for more people to ride bikes more places*



51%
of community members (234 people) said that this action was extremely important to them

The Strategy prioritises this by:

Supporting neighbourhood connectivity through our key priority actions:

- *Connect and protect key strategic bicycle routes (Action 39)*
- *Develop a City of Hobart Bike Plan (Action 46)*

In the survey we also asked about five action areas in the draft *Parking and Kerbside Management Plan*. Below, these actions are ranked from 1-5 based on the percentage of people who rated the action as 'extremely important'.

1. *Managing on- and off-street parking, making it easier to find a suitable place to park within 200m-300m of my destination*
31% of community members (144 people) indicated this action as 'extremely important'
2. *Balancing kerbside access for all transport modes and to enhance our city streets*
28% of community members (130 people) indicated this action as 'extremely important'
3. *Managing parking finance, including fees and permits to support transparent costs and benefits*
26% of community members (119 people) indicated this action as 'extremely important'
4. *Improving the transport user experience through clear and effective communication with our parking customers*
24% of community members (111 people) indicated this action as 'extremely important'
5. *Use a data-led, strategic approach to making changes to kerbside space and controls in consultation with our community*
21% of community members (97 people) indicated this action as 'extremely important'

The prioritisation of actions for the *Parking and Kerbside Management Plan* has been guided by these findings, with more emphasis placed on action areas that our community identified as most important.

The survey also provided people with an opportunity to give more general feedback on the draft Strategy and draft *Parking and Kerbside Management Plan* through open text-box responses. A total of **517** written responses were received through Your Say Hobart along with an additional **18** email responses. These responses have been analysed by the project team to:

- Understand community sentiment across a range of transport topics
- Understand the concerns and needs of our community
- Inform the final Strategy to reflect community aspirations

Open responses were also categorised more broadly to reflect how people felt about the Strategy's intent. These categories were:

- Unsupportive – 113 comments (shown in the graph below as **red**)
- Neutral or mixed support – 167 comments (shown in the graph below as **grey**)
- Supportive – 237 comments (shown in the graph below as **blue**)



Common things we heard in the open responses (both via the survey and via email) and how they've influenced the final documents are tabled below under the Strategy themes:

Walking

What we heard our community wants	What's changing as a result
Better pedestrian infrastructure and amenity (44 comments)	Priority actions will address pedestrian infrastructure and amenity improvements both in our city centre and local neighbourhoods.
Improvements to support people with disabilities and older people accessing our city streets (26 comments)	We have added more inclusive language through the Strategy to address the unique challenges faced by older people and those with disabilities. Specific actions that may particularly benefit these groups have also been highlighted. A new action has been added:

- *Involve the City's Access Advisory Committee in ensuring all transport policies, programs and projects can be actioned and implemented through the lens of equal access (Action 19)*

"I would love to see wider footpaths and fewer car lanes, enabling walking and bike riding separated from cars. I do drive and I do walk. And I often walk with a wheelchair companion."

Bike riding and micromobility

What we heard our community wants	What's changing as a result
More bike infrastructure and the prioritisation of bicycles in allocation of street space (66 comments)	The City will develop a Hobart Bike Plan which will identify priority routes for a connected network. The community's desire for more bike infrastructure and prioritisation of bikes in street space is reflected in the following priority actions in the Strategy: • <i>Connect and protect key strategic bicycle routes, including projects for Collins Street and Augusta Road (Action 39)</i> • <i>Deliver a City of Hobart Bike Plan (Action 46)</i> The following priority actions are included in the Parking and Kerbside Management Plan: • <i>Expand bike parking, including secure bike parking in our CBD and neighbourhood centres (Action 7)</i> • <i>Develop a kerbside management strategy for key routes in and around the city to enable reallocation of kerbside space for active and public transport (Action 3)</i>
Less bike infrastructure and less investment into the future (24 comments)	No change. The City of Hobart does not currently have sufficient bicycle infrastructure to support the strategy objective to deliver transport choice. Key routes such as Collins Street, Augusta Road and Sandy Bay Road have the potential to create a connected core bicycle network, as identified in a number of strategic documents endorsed by the City of Hobart. It's

	worth noting that the City seeks funding for bicycle infrastructure from state and federal grant programs targeted to delivery of active transport infrastructure. A number of the comments concerned with investment in bicycle infrastructure occurred following media attention and key stakeholder engagement on proposed bicycle lanes for Collins Street. These comments were passed to the project team for inclusion in future engagement analysis for that project.
Better bicycle parking including secure parking (17 comments)	Additional wording has been added to existing actions in both the Strategy and <i>Parking and Kerbside Management Plan</i> to include secure bicycle parking.
Improved management of e-scooters, including parking (14 comments)	No change. The Parking and Kerbside Management Plan includes the following action: <i>We will apply designated parking for hire and ride micromobility in built up areas and use data and place information to inform appropriate locations (Action 14)</i> . The City of Hobart will engage directly with stakeholders in determining suitable designated parking areas.

"I have seen within our own community the significant uptake of e-bikes in the past decade. Many parents can be seen shuttling their children around on cargo bikes, to child-care, school, sports training, music classes and the like. I've also seen the uptick in cycling to work, through the Councils progressive improvement of the Rivulet Track. I am confident, based on significant international and interstate evidence, with the introduction of protected lanes there will be increased mode shift. I am very pleased the Council is looking to facilitate this much needed change."

"Stop with the obsession on bike lanes. Council should be supporting businesses in the CBD as a priority and they need car parking for patrons. Build some good bike paths in our parks instead!"

"There needs to be clarity that parking includes safe and secure bicycle parking, that accommodates e-bikes and cargo bikes."

Public transport

What we heard our community wants	What's changing as a result
Improvements to the bus network including: • Service frequency • Pricing • Routes (including outside of Hobart LGA) (94 comments)	Public transport is a clear priority for our community, recognising the importance of a viable options to support mode choice. Key concerns such as service frequency, pricing and routes are the responsibility of the Tasmanian Government. Therefore, the City of Hobart will advocate on behalf of its community for a review of public transport in Greater Hobart to address these key concerns.
Introduction of rail, including light rail, in the greater Hobart area (36 comments)	The public transport section of the Strategy has been reviewed and simplified to clearly define roles and responsibilities and highlight advocacy priorities for the City of Hobart. This approach aligns with community sentiment, acknowledges the City's role and emphasises collaboration with the Tasmanian Government.
An expanded ferry network to support transport choice (25 comments)	The City of Hobart will continue to support the expansion of the ferry network through our priority action: • <i>Working with the Tasmanian Government on active transport connectivity to new ferry terminals is identified as a key priority action (Action 50)</i>

"The biggest discrepancy between Hobart and other cities, is with public transport. This is where the focus should be, benefits for everything else (multi-mode transport, commerce/shopping areas etc) flows on from this."

"Without alternative public transport, cars are a necessity. A large number of workers in the CBD live outside the City. The only way from north to south is through the city."

Driving

What we heard our community wants	What's changing as a result
Cars to be less prioritised in Hobart's transport network (20 comments) Cars to be more prioritised in Hobart's transport network (19 comments)	We received mixed feedback on the prioritisation of private vehicles in our transport network. It's important to note that the central pillar of the Strategy is to deliver transport choice for Hobart. Cars will continue to be an important part of the transport mix in Hobart. The Inner Hobart Network Operations Plan and movement and place principles will support our decision making on where to prioritise different transport modes.
Restriction of cars within the city core, including designated car free zones (13 comments)	Hobart currently has two 'car free zones' – the pedestrian mall, and Salamanca Place on market days. These zones are effective and well-loved places for people. Other cities in Australia and around the world use car-free days to demonstrate the broad benefits of removing cars from select high pedestrian and economic activity areas. The following actions which address these comments are included in the Strategy: • <i>Identify opportunities to promote active transport and collaborate with community and stakeholders through public events and activations (Action 5)</i> • <i>Allocate street space for public and active transport, and for people to spend time, aligned with movement and place principles (Action 65)</i>
Better traffic flow (12 comments)	The Inner Hobart Transport Network Operations Plan (TNOP) outlines the strategic, connecting, and local road classifications for different users of the network, including general traffic and freight. Corridors identified as priority roads for vehicles include Macquarie Street, Davey Street, Liverpool Street, the Tasman Highway, and Brooker Avenue. The following action has been identified as a key priority action to deliver on this theme: • <i>Work with the Tasmanian Government to review signal operations and support traffic flow on key routes (Action 63)</i>

Lower speed limits (9 comments)	The City of Hobart has lowered speed limits in our CBD and in neighbourhood centres in recent years to support vulnerable road user safety and create places for people. The following action has been identified as a key priority action to continue to deliver on this: • <i>Trial an area-wide speed limit reduction to inform a Speed Limit Reduction Policy (Action 13)</i>
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“Cars are impractical transport for commuters from the suburbs to the city. They should be replaced in urban areas with public transport”

“We must move away from our car-centric world to allow the city to continue it's population expansion while maintaining efficient transport, as well as benefiting climate change and human mental and physical health. There will be push back, but it's time to be strong and make these exciting progressive decisions.”

“Roads would be safer if the traffic could flow better and this can only be achieved by wide, open roads with no obstacles (eg pedestrian crossings, trees, bulbed kerbs). If you want to limit traffic in the city, spend money on infrastructure and a ring road so people don't have to transit through the city.”

Street space function and management

What we heard our community wants	What’s changing as a result
Opportunity for reallocating street space away from parking towards other uses, including the micro-economic benefits of street space reallocation (40 comments)	Actions which are included in the Strategy that address these comments include: • <i>Establish the baseline of the current street space allocation throughout the City and share this information with our community and stakeholders (Action 64)</i>

- Consider ways to align the current street space allocation to support aspirational mode share for Hobart and Movement and Place principles (until a national framework is available). Implement changes where this does not align (Action 65)

“The real estate parking takes up can be much more valuable to the community that for use by a single vehicle. Making our CBD a destination, more vibrant and welcoming is more important for me that having a space within the CBD to leave my car. Spaces that invite families and children into the CBD.”

“I think more kerbside space should be allocated from car parking to public space, bicycle parking, dining and vegetation, this in conjunction with more bicycle lanes and pedestrian facilities will create welcoming and enliven city spaces. Car parking can be off-street in strategic locations.”

Parking and kerbside management

What we heard our community wants	What’s changing as a result
Perception that parking is undersupplied (20 comments)	No change. Parking in Hobart is provided both on and off-street. In busy activity centres, such as the city centre, demand for parking is higher than what most people are used to across Greater Hobart. The City charges fees to manage parking demand and ensure availability of car parking spaces in high-demand locations. While on-street parking spaces are in high demand due to their convenience, these are a finite resource and cannot be expanded upon. <i>The Parking and Kerbside Management Plan</i> includes key priority actions to better utilise our off-street parking to manage demand, for example: • Conduct a review of current City-managed off-street parking locations and identify suitable longer-term locations for public short and long stay facilities (Action 21)
Perception that parking is oversupplied (8 comments)	

Cheaper parking (13 comments)	Parking fees vary across the city according to the value of the space being provided. The following priority action has been included: • <i>Trial removing time limits for paid parking where price has been adjusted to demand in a suitable location (Action 27)</i>
Opportunity to utilise off-street parking for city wide benefits (12 comments)	Encouraging use of our off-street car parks through improved user experience is identified in the <i>Parking and Kerbside Management Plan</i>. The following priority action has been included: • <i>Implement numberplate recognition to improve the user experience in our off-street car parks (Action 20)</i>
Protection of residential parking needs in inner-city areas (11 comments)	The following priority action has been included: • <i>Review our residential parking permit policy to align with the principles of the Parking and Kerbside Management Plan (Action 30)</i>
More motorbike parking, including location and availability (11 comments)	The following priority action has been included: • <i>Undertake an audit of motorcycle parking provision and use this to better understand demand and supply and inform action (Action 13)</i>

“As a resident in an inner residential zoned property my thoughts are probably different to a commuter, but I don’t think that parking should be too easily available in the City (except for Disabled people).”

“There is already insufficient car parking in the city. Reducing parking and access for motor vehicles will only drive business away from the City.”

“Much less of a focus on parking would be good. The entire city is already built around the assumption that one will drive. Provide alternatives, and facilitate them.”

Other comments

What we heard	Our response
Impact of school travel on the transport network and the opportunity for behaviour change (10 comments)	A number of actions are included in the Strategy to support active travel to school and minimise the impacts of school travel on our broader network: • <i>Support behaviour change initiatives with schools through School Access Travel Plans, including trialling a behaviour change event with one of our School Access Travel Plan partner schools (Action 7)</i> • <i>Support children's active travel to school through development of School Active Travel Plans (Action 30)</i>
Better management of loading zones across the City (10 comments)	A number of actions are included in the Strategy to support important loading functions for our city: • <i>Investigate a local freight exchange in a central location in collaboration with key stakeholders (Action 69)</i> • <i>Review loading zone availability and operation across the City, and identify strategic locations for additional loading space in collaboration with key stakeholders (Action 71)</i>
Impacts of large vehicles on our streets and parking areas (10 comments)	Cities around the world have seen an increase in larger vehicles, and are generating solutions to manage the impacts of larger vehicles on public space, including parking spaces. Local Governments must consider the impacts of these vehicles in balance with consumer choice and the broader state and national legislative frameworks which limit our ability to prevent vehicles of any particular type. Our actions to the theme 'Emerging Trends to Enhance our City' will inform our response to the growth of large vehicles: • <i>Continue to monitor the principles to enable the City to be agile in its response to new transport innovations and trends as they arrive that are not covered by existing policy or legislation (Action 27)</i> • <i>Use data to inform decision-making for new and emerging technologies that can support the objectives of this strategy (Action 28)</i>

Vulnerable road users' safety to be prioritised (7 comments)

A number of actions throughout the Strategy support vulnerable road user safety – refer to the following themes and their corresponding actions:

- Safe and Healthy Streets
- Walking
- Bike Riding and Micromobility.

"I look forward to increased transport choice for me and my family. I would love to feel like my children could safely cycle around Hobart city and to and from school - currently not the case."

"Put more emphasis on pedestrian safety, especially with an aging population."

"Higher parking fees and specialised spaces are required for extremely large SUV vehicles - these need to be managed in a different way to the regular size vehicle. It is obvious that these vehicles outsize the current parking spaces around Hobart. oversized vehicles that don't fit in a standard car space and are not made to travel down narrow, inner-city streets should be charged proportionate parking fees based on a vehicle's size."

Community face-to-face insights

In May, the City held three community pop-up stalls. These stalls were set up in public areas to talk to passersby about the project and understand their priorities for Hobart's future transport network. Each event included a dot-voting activity to understand the community's transport mode preferences. People were also invited to ask questions about the Strategy and complete a survey. Hard copies of the draft documents and surveys were available for people to access.

The pop-up stalls were held at:



Farm Gate Market



Doone Kennedy Hobart Aquatic Centre



Mathers House

We had over 180 conversations over the three pop-ups. We asked people to vote on the transport mode most important to them through the following question: **‘To increase transport choice in Hobart, which modes of transport are most important to you?’**. People were given five stickers to allocate according to their priorities among the following transport modes:

- Walking
- Bike riding and micromobility
- Public transport
- Driving
- Parking and kerbside management

We received nearly 900 votes over the three events. Results have been tabled below:

	Walking	Bike riding and micromobility	Public transport	Driving	Parking and kerbside management
Farm Gate Market	181 (27%)	150 (22%)	219 (33%)	60 (9%)	61 (9%)
Aquatic Centre	36 (20%)	48 (27%)	42 (24%)	32 (18%)	19 (11%)
Mathers House	10 (20%)	10 (20%)	21 (43%)	3 (7%)	5 (10%)

On average, 1/3 of people we heard from at the pop-ups events want to see a better public transport system to service Hobart and beyond. Public transport is a clear priority for our community, recognising the importance of a viable options to support mode choice. Key concerns such as service frequency, pricing and routes are the responsibility of the Tasmanian Government. Therefore, the City of Hobart will advocate on behalf of its community for a review of public transport in Greater Hobart to address these key concerns.

We also heard that walking (22% of votes) and bike riding and micromobility (23% of votes) are important modes to the community.

Driving (11% of votes) and parking and kerbside management (10% of votes) received consistently low votes. Generally, people expressed a desire to see other modes of transport prioritised, expressing that transport choice can be supported most through improvements to active and public transport.

Diverse groups insights

Transport affects everyone, but vulnerable or hardly reached communities are often adversely affected by transport decisions. This can limit these people's ability to move around our city freely and safely. We also know that these groups are underrepresented in our surveys. These groups include:

- Older people
- Young people
- People with disabilities
- Multicultural communities
- People experiencing homelessness

The City of Hobart wanted to ensure these diverse groups were represented in the engagement findings for this project. The following actions were taken to improve the project's accessibility and inclusiveness.

Older people

- Consulted with the **Hobart Older People's Reference Group**
This group is coordinated by the City of Hobart and consists of people over 55 and service providers. We met with the group in person to explain the Strategy content, engagement opportunity and understand their transport priorities. People were encouraged to share the opportunity for engagement with their networks and a follow-up email was sent with information about the project and engagement opportunity. This email included people that were unable to attend the in-person meeting. The group had in-depth discussions about the Strategy and provided ideas which influenced the final document. The Strategy themes that were considered most important to the group included:
 - Public transport
 - Safe and healthy streets for all
 - Walking
 - Parking and kerbside management
- Provided **large-print hard copy surveys** and seats at all in-person events
- **Promoted** the engagement opportunity at Mathers House with posters and postcards
- Held a **pop-up stall** at Mathers House

Young people

- Consulted with the **Youth Advisory Squad**

This group is coordinated by the City of Hobart and consists of young people between the ages of 12-25 who represent the interests and opinions of young people in Hobart. We met with the group in person to explain the Strategy content, engagement opportunity and discuss transport issues they felt were relevant to young people. The group was encouraged to share the opportunity for engagement with their networks.

- An email with the opportunity for engagement was sent out to all **schools** in Hobart, **University of Tasmania** contacts and **TAFE** contacts

- **Promoted** the engagement opportunity at YouthARC with posters and postcards

- Conducted an **Instagram poll** on YourthARC's Instagram

A poll was posted on the Youth Arts and Recreation Centre (YouthARC) Instagram during the engagement period. The poll was titled '**The City of Hobart is looking to improve the transport choices in Hobart**'. **274** people viewed this poll and **113** people voted. A link to the Your Say Hobart survey was also included. The results are listed below:

Q: Which modes of transport are most important to you?

Public transport, 81%

Driving, 10%

Walking, 7%

Bike riding and micromobility, 2%

People with disabilities

- Consulted with the **Access Advisory Committee**

This group is coordinated by the City of Hobart and consists of service providers and people with disabilities. We met with the group in person to explain the project and engagement opportunity and invited those interested to join us for a sub-committee meeting. A follow-up email was sent with information about the project and engagement opportunity. This email included people that were unable to attend the in-person meeting. In the sub-committee meeting, we explained the Strategy content and had a robust discussion around specific issues that impact or are of interest to people with disabilities. These ideas have influenced the final document.

- Promoted the engagement opportunity on the **Tasmanian Council of Social Service (TasCOSS) noticeboard** and **e-newsletter**

Multicultural communities

- Consulted with the **Networking for Harmony Multicultural Advisory Group**

This group is coordinated by the City of Hobart and consists of people from multicultural, multilingual and multifaith backgrounds. We met with the group in person to share information about the project and engagement opportunity. Members of the group were keen to share the engagement opportunity with their networks and were provided with printed postcards and hard copy surveys. A follow-up email was sent with information about the project and engagement opportunity. This email included people that were unable to attend the in-person meeting.

People experiencing homelessness

- Consulted with the **Housing with Dignity Reference Group**

This group is coordinated by the City of Hobart and consists of people who are or have experienced homelessness. We met with the group in person to explain the Strategy content, engagement opportunity and understand their transport priorities. People were encouraged to share the opportunity for engagement with their networks and a follow-up email was sent with information about the project and engagement opportunity. This email included people that were unable to attend the in-person meeting. The group had in-depth discussions about the Strategy and provided ideas which influenced the final document.

Next steps

The *Hobart Transport Strategy 2024* and *Parking and Kerbside Management Plan* have been finalised to incorporate changes resulting from everything we heard during the engagement period. These final documents as well as this Engagement Summary Report will be presented to Council for endorsement in July 2024.

The final documents will be available to view and download on [Your Say Hobart](#). These documents will now also include key priority actions which have been directly informed by community engagement.

Upon endorsement, the City will implement and deliver on the priority actions to deliver on transport choice for Hobart.

Thank you to everyone who took the time to share their feedback via the survey, in-person or via a submission on this project. Your feedback has helped ensure the Strategy and supporting documents reflect what's most important to our community.

We look forward to continuing to engage with the community about transport projects in the future.

Appendix A

Key stakeholders: what we heard

Organisation	Key points
Department of State Growth	• Support for the themes and intent of the Strategy and <i>Parking and Kerbside Management Plan</i> • Acknowledgement of engagement with the Department in earlier project phases • Support for mode shift towards public transport and away from private vehicles • Detailed submission provided seeking amendment of the following in final Strategy document: ○ Acknowledgement of the status of strategic Tasmanian Government policy documents and future potential projects ○ Clarification of roles and responsibilities, especially with regards to public transport services ○ Clarification of the Department's views on the commentary regarding public transport and climate-ready transport ○ Review and agreement on partnership actions identified The above changes have been made to the final Strategy document
SRT Logistics	• Support for the themes and intent of the Strategy and <i>Parking and Kerbside Management Plan</i> • Commends the development of a forward-thinking initiative to create an integrated, climate-ready and efficient transport system • Noted the importance of addressing challenges faced by transport operators when discharging freight within the CBD • Noted the following key challenges for transport operators: ○ Limited loading zones ○ Competition for space ○ Safety and security • Proposed the following solutions for inclusion in the Strategy and <i>Parking and Kerbside Management Plan</i>: ○ Identification of strategic locations for new loading bays, in consultation with operators ○ Flexible design of loading areas

	○ Time restrictions for loading zones ○ Shared use/dual purpose zones for bus and freight movements
Cycling South	• Supportive of the Strategy intent for greater transport choice • Support for behaviour change programs, noting these should be targeted on corridors with quality infrastructure • Support for reduced speed limits • Support for actions which support bike riding and micromobility, including development of a Hobart Bike Plan. Recommendation to focus on bi-directional travel on one-way streets • Support for prioritisation of active travel to school • Recommended a review of signal prioritisation as a high priority on active travel routes • Recommended distinction between and provision for both short term and all-day secure bike parking • Supportive of the <i>Parking and Kerbside Management Plan</i> noting the strong relationship between parking and transport choice
Bicycle Network Tasmania	• Support for the themes and intent of the Strategy and <i>Parking and Kerbside Management Plan</i> • Support for the recognition of road user safety in the Strategy • Suggestion to include targets from higher order strategic documents (draft Keeping Hobart Moving plan, Hobart City Deal) • Support for development of a Hobart Bike Plan to include both strategic and local routes, consolidating work across Local Area Mobility Plans, School Active Travel Plans and Neighbourhood Plans • Support for prioritisation of active travel to school • The need for infrastructure improvements to be prioritised over behaviour change actions – building a connected network of safe cycleways was noted as the highest priority as it's the biggest barrier to more people riding • Support for prioritisation of on-street parking for key uses – disability access and loading. • Support for kerbside space to be allocated for other elements such as trees, safer cycling and walking infrastructure, public art, seating, covered bus stops and places to meet • Noted the importance of separation between bike riders and vehicles for on-road lanes

	• The need for both kerbside parking to support convenient access to shops and services, as well as secure parking • Recommended a target increase in the number of people using micromobility • Recommended a new action to work with the Tasmanian Government to implement a network of secure bicycle parking • Recommended completion of a City of Hobart Bike Plan ahead of more neighbourhood plans
Tasmanian Active Living Coalition	• Support for the themes and intent of the Strategy and <i>Parking and Kerbside Management Plan</i> • Support for the focus on active travel to school • Support for behaviour change theme, noting the need for behaviour change programs to occur in step with supportive infrastructure • Support for the proposed approach to emerging trends and technology, to evaluate and trial before making changes • Support for relocation of e-scooters to dedicated facilities where possible • Support for prioritisation of a city for active and public transport to deliver climate ready transport network • Support for prioritising infill development and consolidation • Support for safe and healthy streets, noting a recommendation to acknowledge the background level of road trauma occurring on its network and commitment to a target reduction
South Hobart Sustainable Community	• Support for the themes and intent of the Strategy and <i>Parking and Kerbside Management Plan</i> • Noted the high number of commuter cyclists residing in South Hobart and the role of the Rivulet Track in supporting ridership • Priority actions identified by South Hobart Sustainable Community: ○ Develop a speed limit reduction policy ○ Plant trees along active transport routes ○ Develop routes for children to safely access schools ○ Improve lighting to enhance cycling on bicycle paths ○ Support growth of e-bikes usability • Noted a number of community-driven initiatives which show an increased demand for safe infrastructure

	• Results of a 2022 South Hobart community survey align with the Strategy action for safer micro-mobility infrastructure • Strong endorsement of the findings of the engagement which informed strategy development • Support for the City to adopt a Movement and Place approach to street space allocation and function • Support for the intention to reduce clutter on footpaths and other barriers to accessibility • Support for intention of the 'Driving' theme and actions • Agreement that there is an opportunity cost associated with providing street space for parking • Noted the opportunity for conversion of car parking spaces in South Hobart to be converted into public realm opportunities • Agreement with the intent to maximise space for the most efficient forms of movement, balancing the needs of different user groups. • Support for bike riding and micromobility theme and actions
Hobart Northern Suburbs Rail Action Group	• Fundamental view that the existing rail corridor should be reactivated as a commuter rail service • Recommended that the City should prioritise advocacy for rail over buses to improve public transport in Hobart • Acknowledged the need for better public transport to reduce dependence on private vehicles and recommends the removal of car parks in tandem with improved public transport • Recognised the conflict between micromobility users and pedestrians on footpaths. Supportive of the need for dedicated infrastructure for these user groups

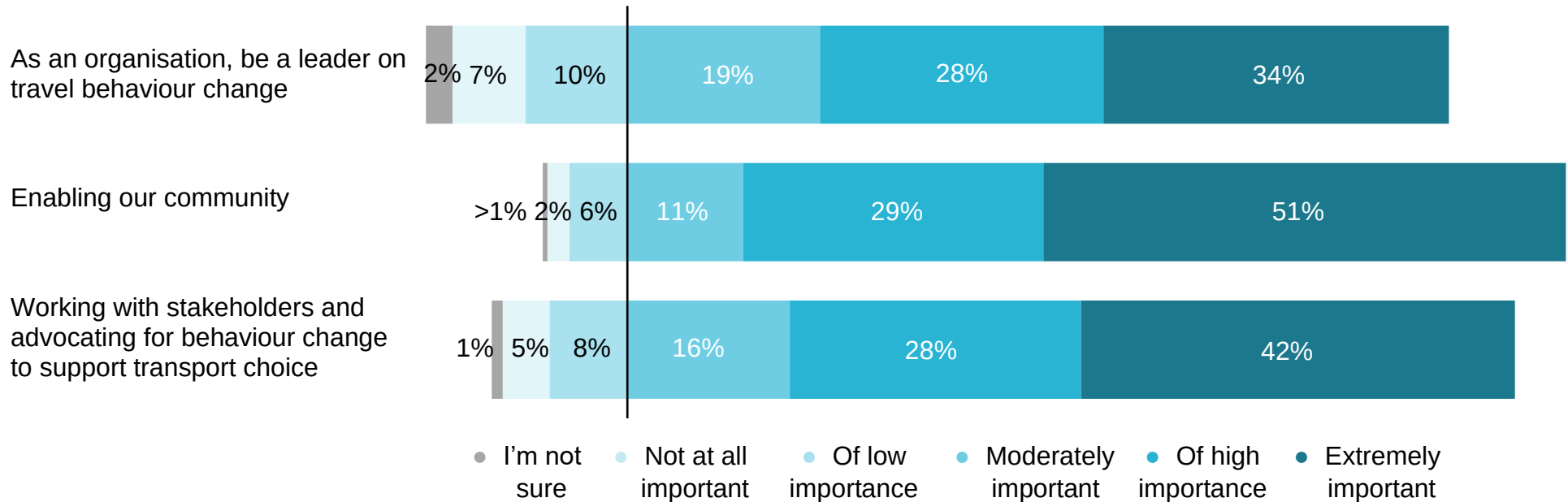
Appendix B

Detailed survey results

The graphs in this section of the report show the percentage of people who indicated how important various actions were to them, with each colour representing a different level of importance. The vertical line in the graphs divide the data into those who felt the action was not important (left) and those who felt it was important (right). Key insights from the graphs are detailed below.

Section 1: Encouraging and enabling behaviour change

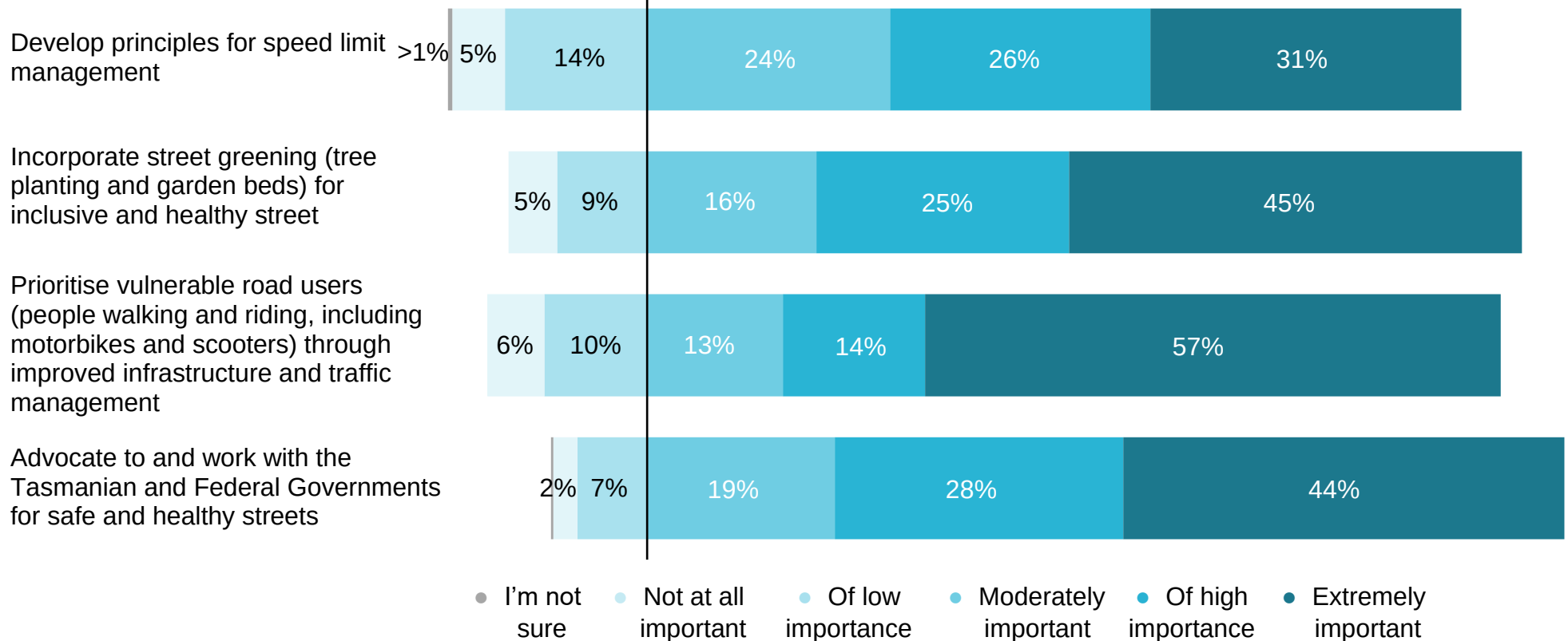
Q: How important are the following actions to you?



Most community members felt all three actions were generally important. *Enabling our community* was seen as the most important, with 51% of community members (235 people) indicating it as 'extremely important' and 29% (135 people) as 'of high importance'.

Section 2: Safe and healthy streets for all

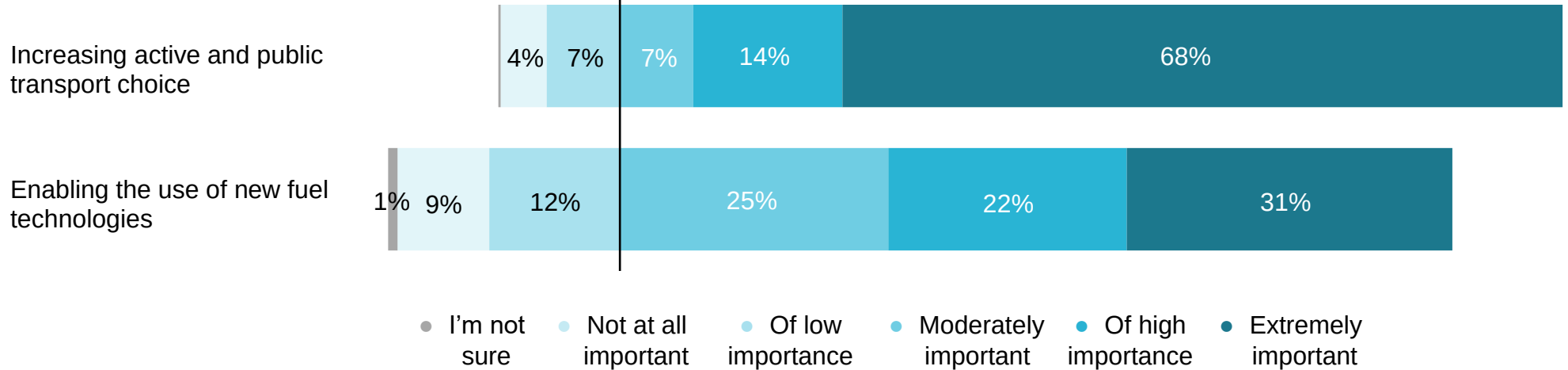
Q: How important are the following actions to you?



Most community members felt all four actions were generally important. *Prioritise vulnerable road users (people walking and riding, including motorbikes and scooters) through improved infrastructure and traffic management* was seen as the most important, with 57% of community members (263 people) indicating it as 'extremely important'. *Develop principles for speed limit management* was seen as the least important, with 19% of community members (89 people) indicating it as 'of low importance' or 'not at all important'.

Section 3: Climate ready transport

Q: How important are the following actions to you?

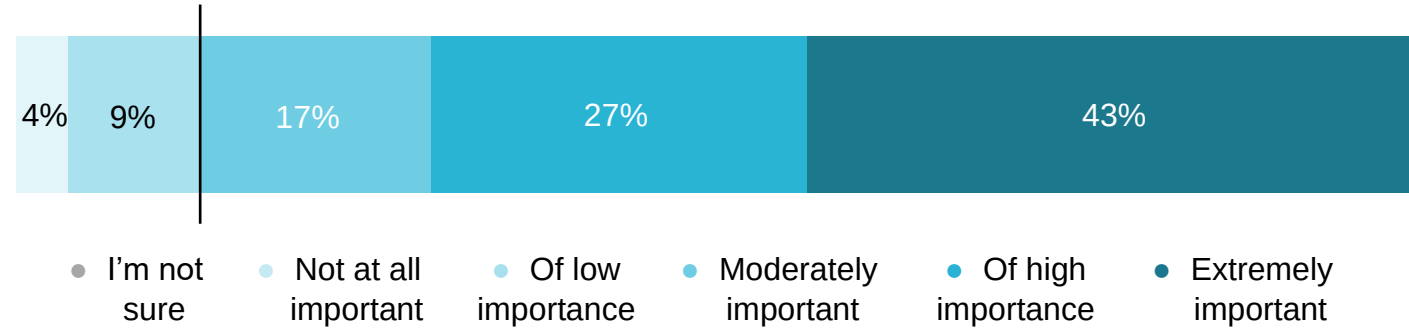


Most community members felt both actions were generally important. *Increasing active and public transport choice* was seen as 'extremely important' by 68% of community members (314 people), ranking this action second in importance among all actions asked about in the survey. *Enabling the use of new fuel technologies* was seen as one of the least important actions asked about in the survey, with 21% of community members (97 people) indicating it as 'of low importance' or 'not at all important'.

Section 4: Emerging trends to enhance our city

Q: How important are the following actions to you?

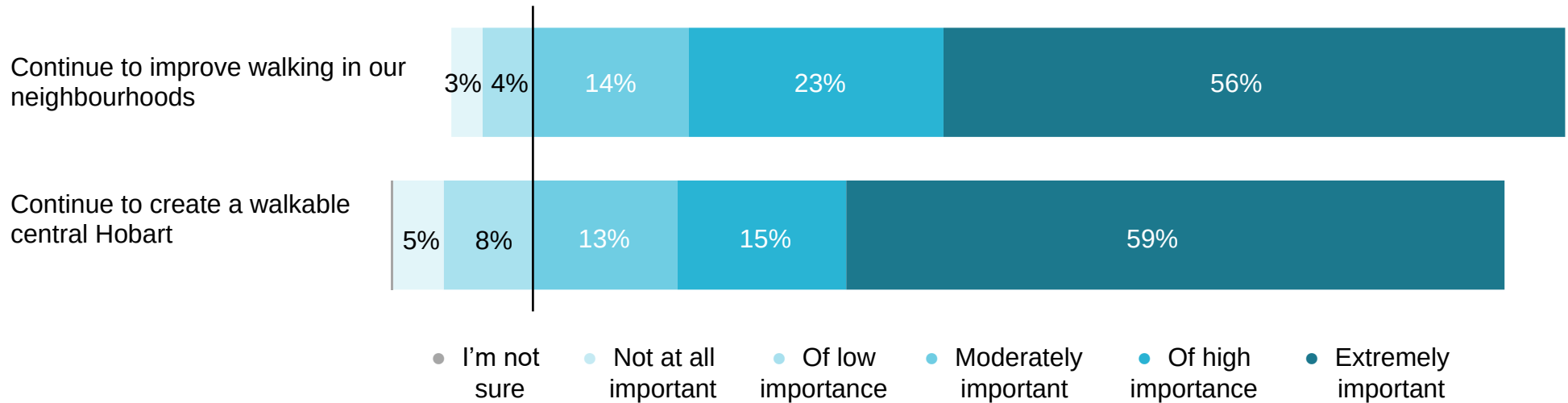
Supporting new transport innovations that deliver more transport choice for Hobart



Most community members felt this action was generally important, with 43% of community members (202 people) indicating it as 'extremely important' and 10% of community members (44 people) indicating it as 'of low importance'. No community members indicated 'I'm not sure' when answering.

Section 5: Walking

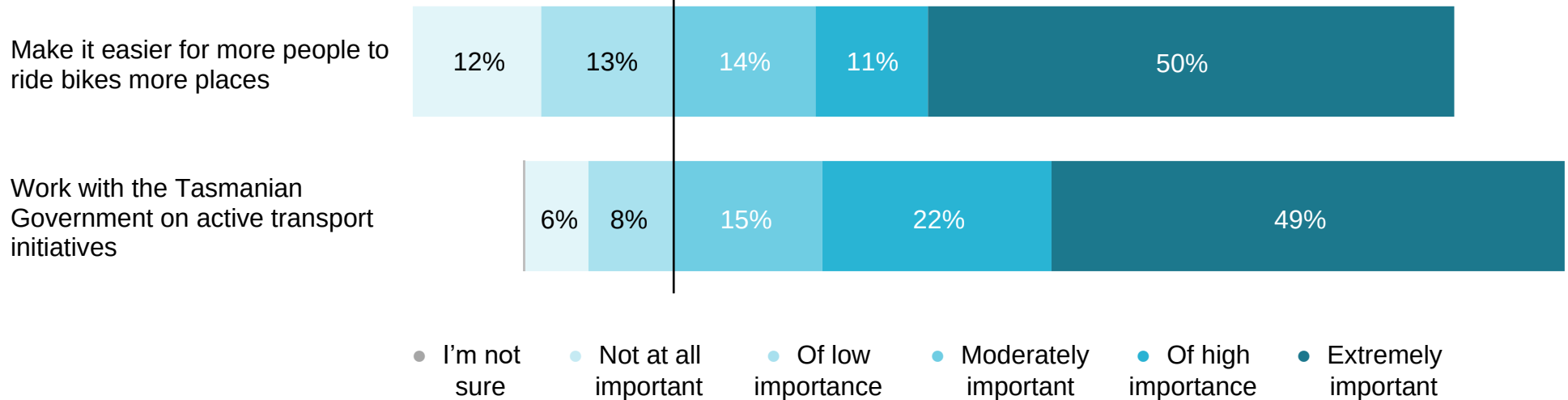
Q: How important are the following actions to you?



Most community members felt both actions were generally important. While *continue to create a walkable central Hobart* had a higher percentage of community members indicating it as 'extremely important' (59% or 273 people) compared to *continue to improve walking in our neighbourhoods* (56% or 259 people), more community members felt the former was 'not at all important' or 'of low importance'. This indicates that *continue to create a walkable central Hobart* received a more mixed sentiment overall.

Section 6: Bike riding and micromobility

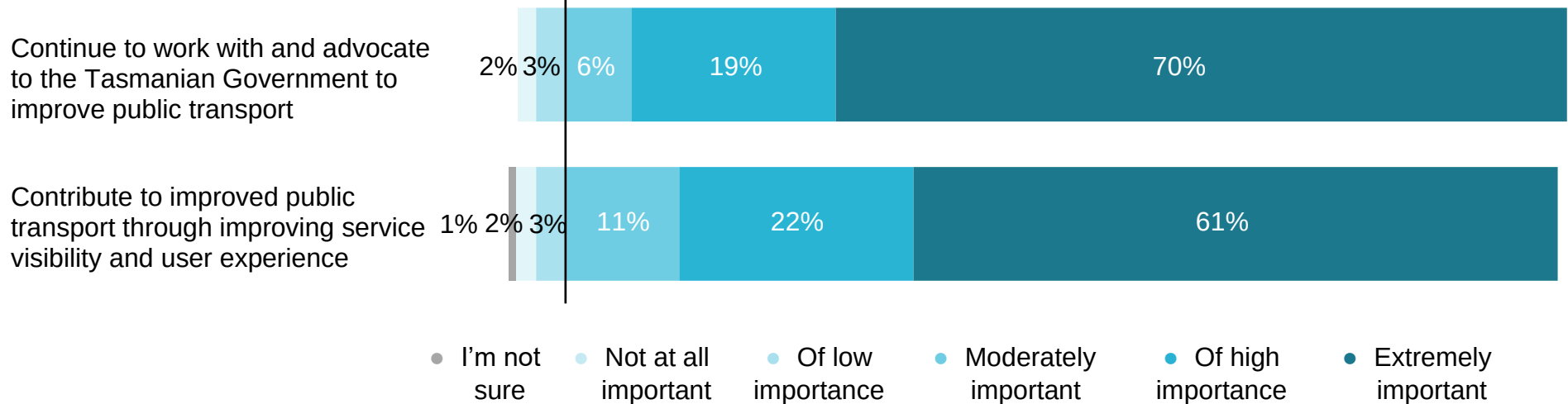
Q: How important are the following actions to you?



Most community members felt both actions were generally important. *Make it easier for more people to ride bikes more places* received a mixed sentiment with 50% of community members (234 people) indicating it as 'extremely important' and 12% of community members (57 people) indicating it as 'not at all important'. This is the second highest percentage of people indicating an action as 'not at all important' across the whole survey. *Work with the Tasmanian Government on active transport initiatives* was seen as generally important, with 49% of community members (228 people) indicating it as 'extremely important', 22% of community members (102 people) indicating it as 'of high importance' and 15% of community members (66 people) indicating it as 'moderately important'. This demonstrates that 86% of community members feel this action is important.

Section 7: Public transport

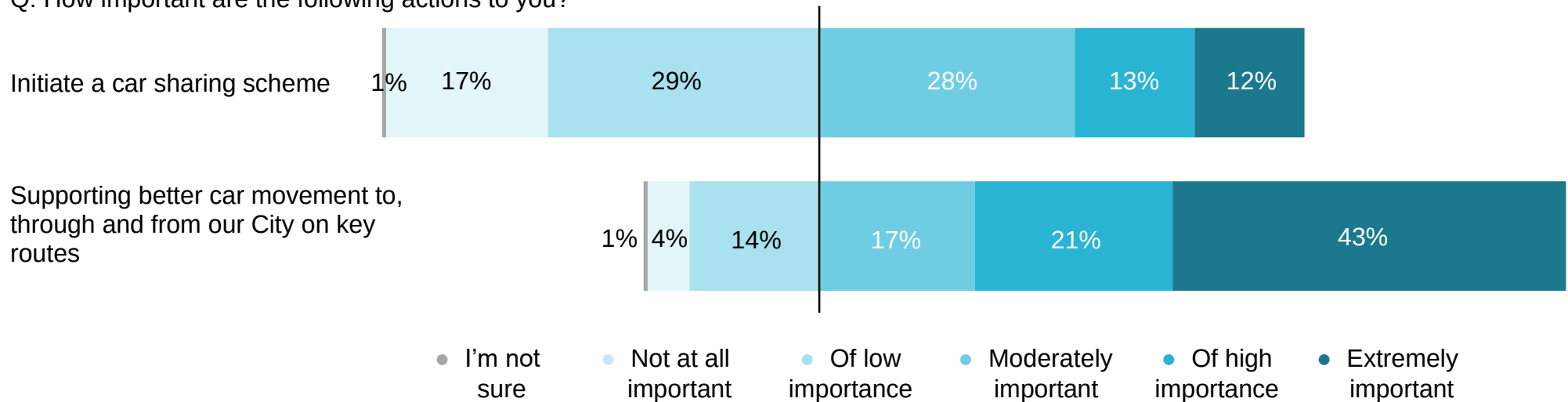
Q: How important are the following actions to you?



Most community members felt both actions were generally important. In fact, both actions were indicated as 'extremely important' by the largest percentage of respondents, placing them in the top three rankings overall out of all actions asked about in the survey. 70% of community members (322 people) indicated *continue to work with and advocate to the Tasmanian Government to improve public transport* as 'extremely important' and 61% of community members (283 people) indicated *contribute to improved public transport through improving service visibility and user experience* as 'extremely important'.

Section 8: Driving

Q: How important are the following actions to you?

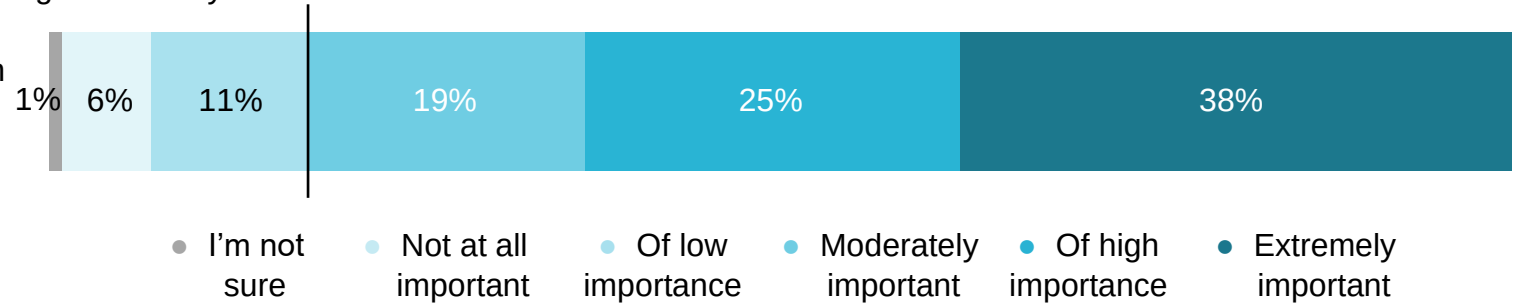


Most community members felt *supporting better car movement to, through and from our City on key routes* was generally important, with 43% of community members indicating it as 'extremely important'. *Initiate a car sharing scheme* was the lowest rated action overall out of all actions asked about in the survey, with 53% of community members (243 people) indicating it as 'moderately important' or higher and 46% of community members (217 people) indicating it as 'of low importance' or lower.

Section 9: Street space function and management

Q: How important are the following actions to you?

Balance street space allocation
for all transport modes

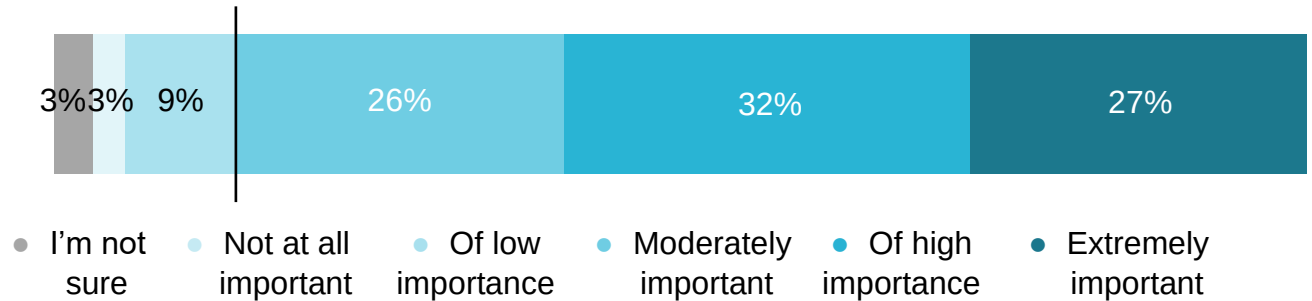


Most community members felt this action was generally important, with 82% of community members (382 people) indicating it as 'moderately important' or higher and 17% of community members (78 people) indicating it as 'of low importance' or lower.

Section 10: Freight and goods last mile connectivity

Q: How important are the following actions to you?

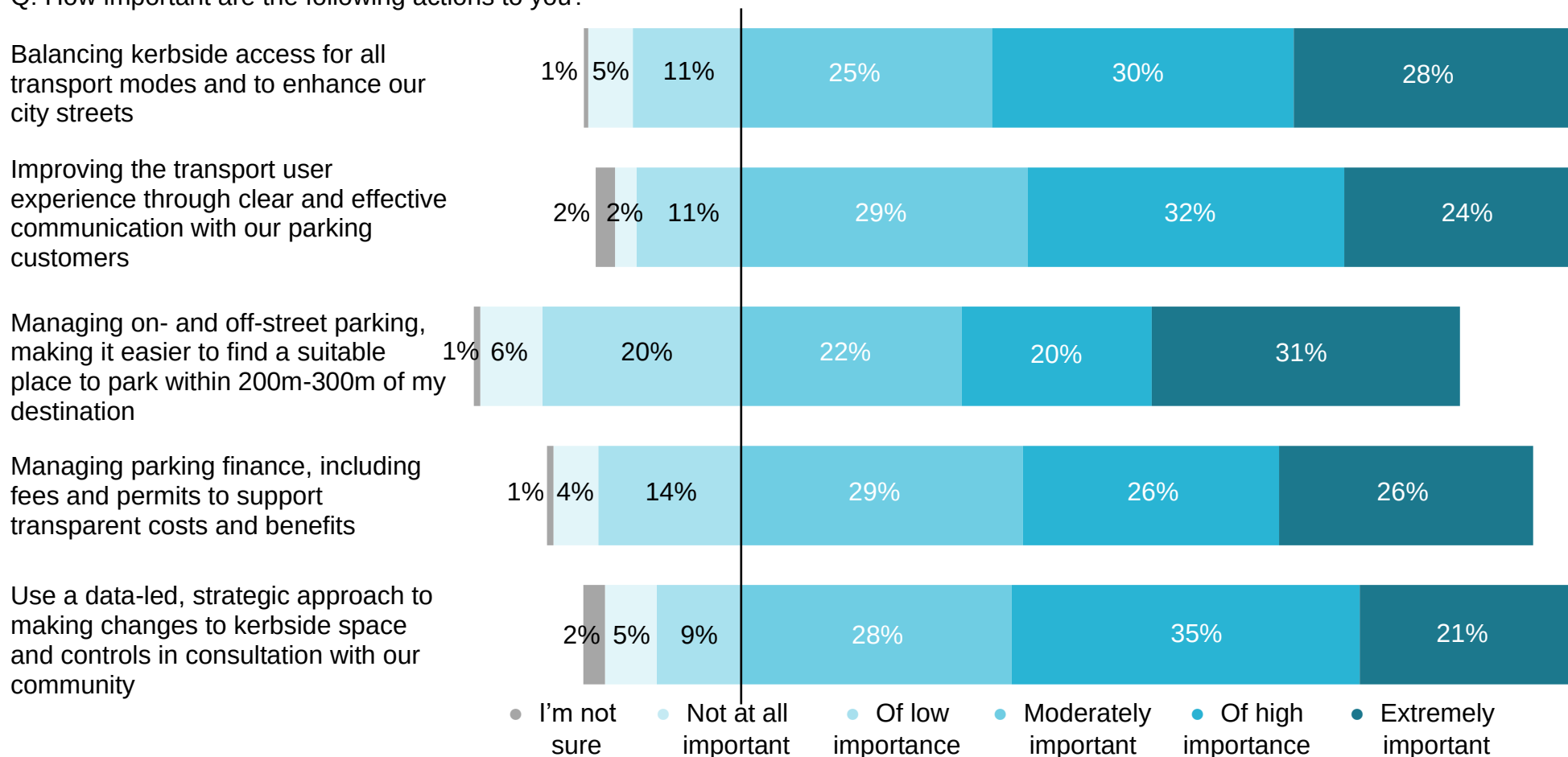
Facilitating 'last kilometre' freight delivery to be efficient, environmentally sustainable and supportive of our local business needs



Most community members felt this action was generally important, with 85% of community members (395 people) indicating it as 'moderately important' or higher and 12% of community members (53 people) indicating it as 'of low importance' or lower. This action had the highest number of respondents indicating 'I'm not sure' overall out of all the actions asked about in the survey, with 3% or 14 people.

Section 11: Parking and kerbside management

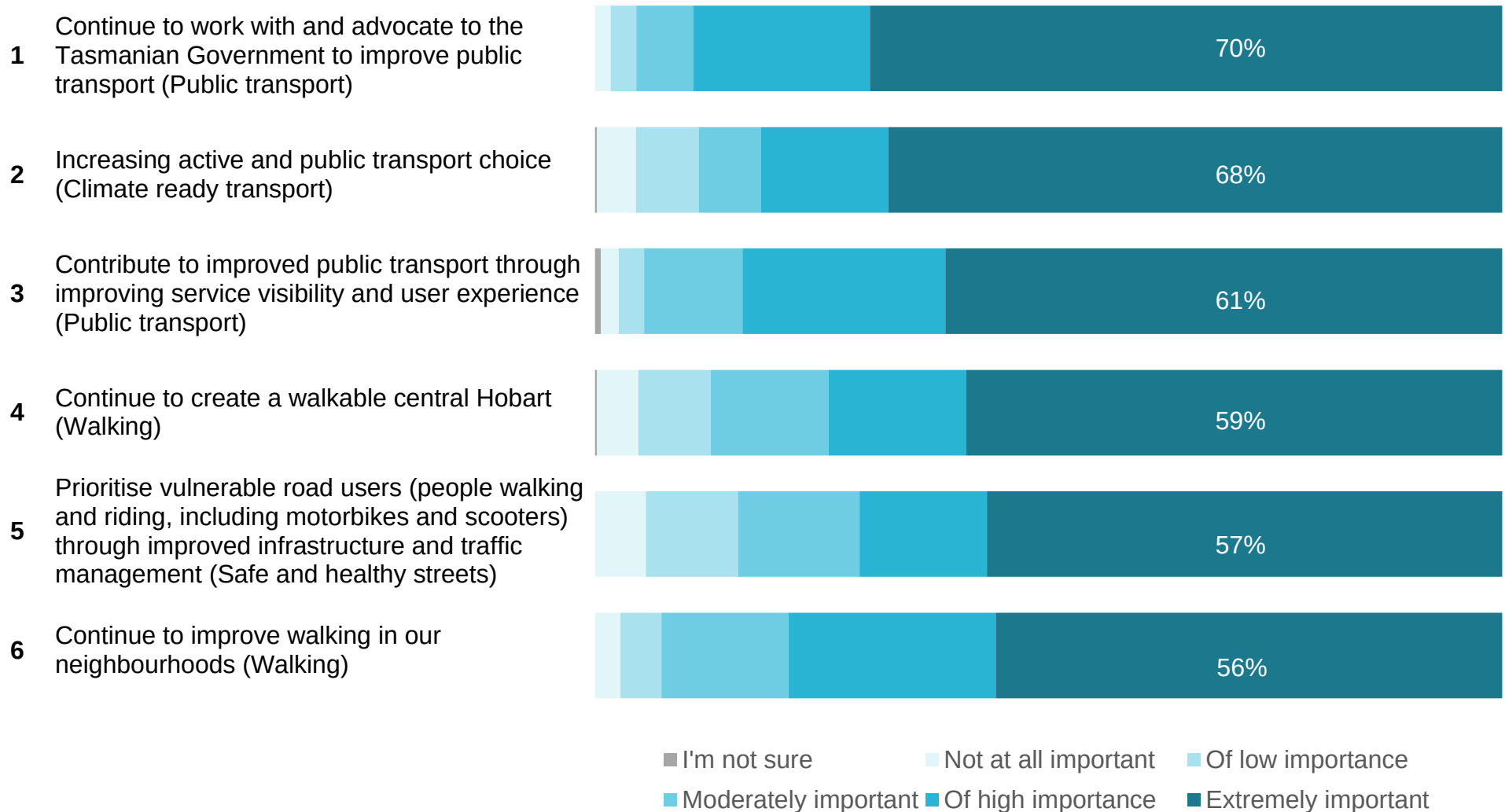
Q: How important are the following actions to you?

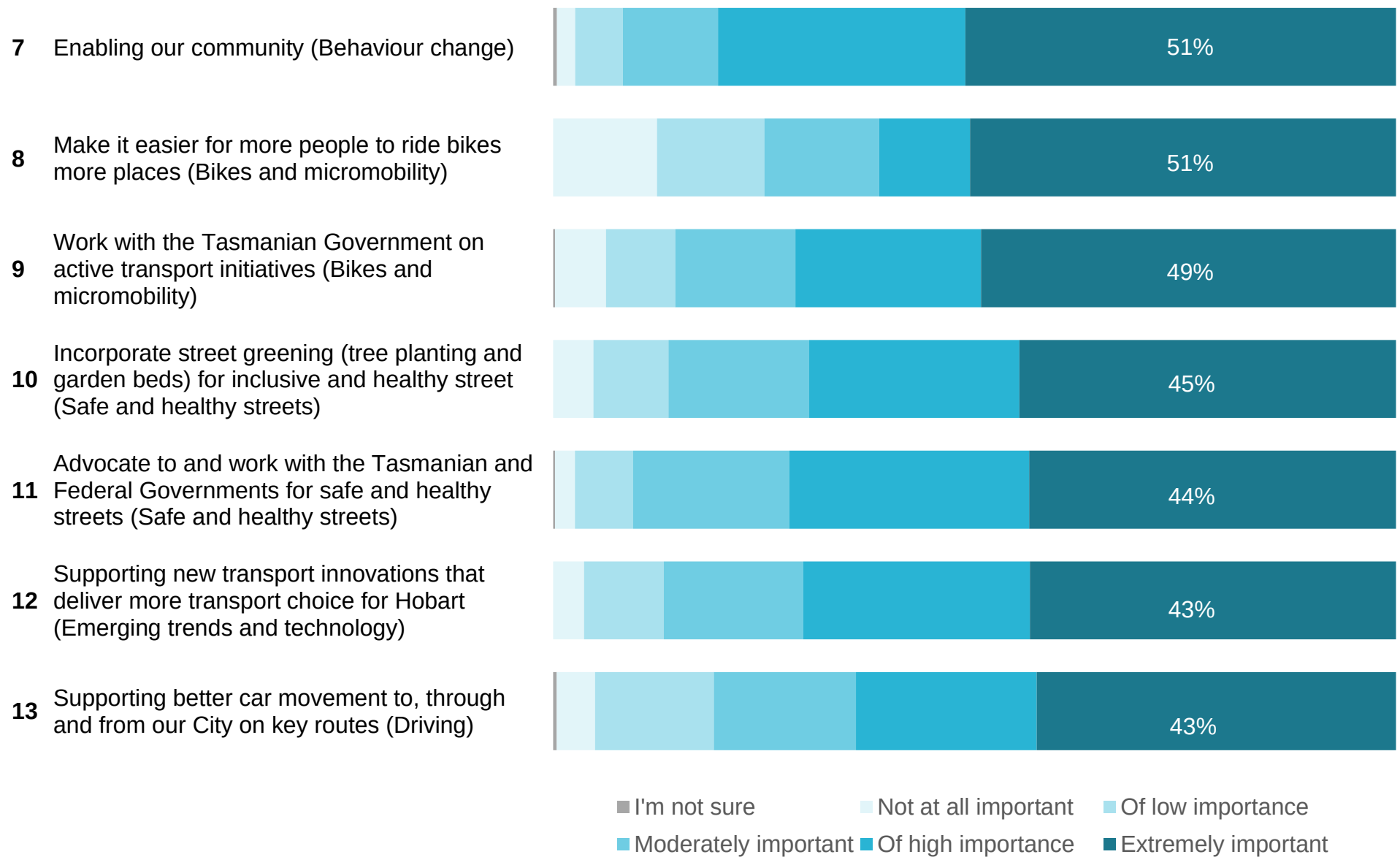


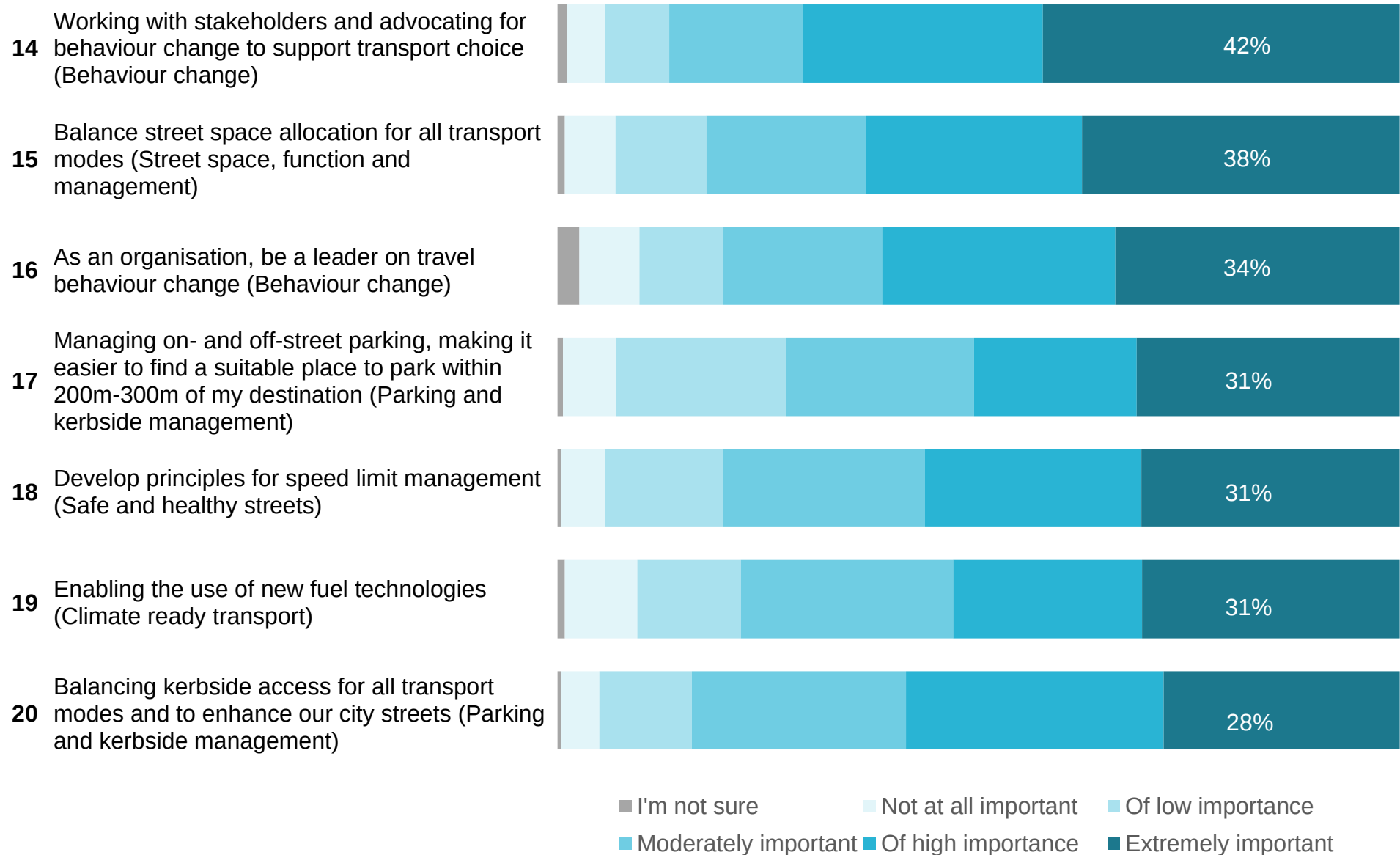
Most community members felt all five actions were generally important. *Managing on- and off-street parking, making it easier to find a suitable place to park within 200m-300m of my destination* received mixed sentiment, with 73% of community members (336 people) indicating it as 'moderately important' or higher and 26% of community members (122 people) indicating it as 'of low importance' or lower.

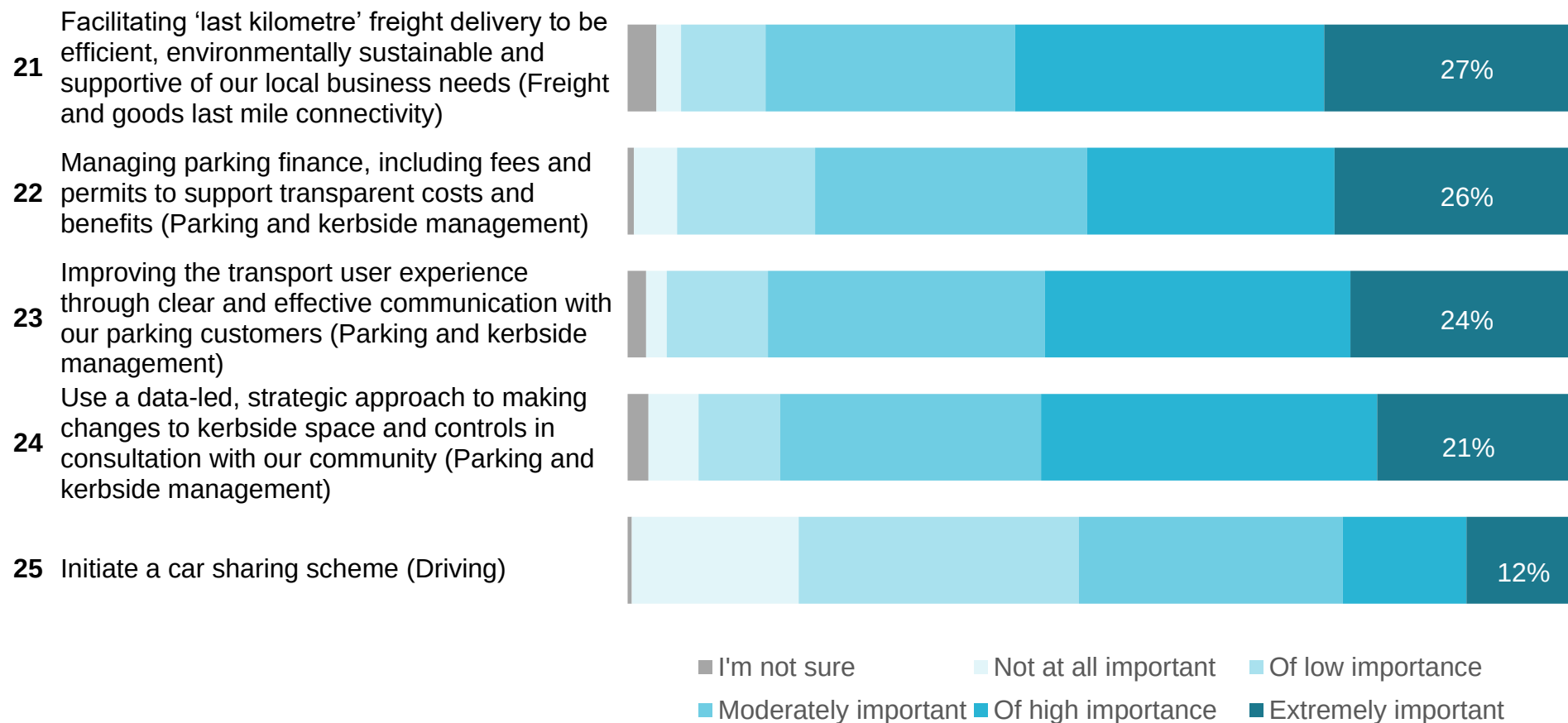
All actions prioritised

Over all sections, there were 25 actions in total that we asked people to indicate the importance to them. Below these are prioritised from 1-25, ranked on the percentage of people who rated the action as 'extremely important'









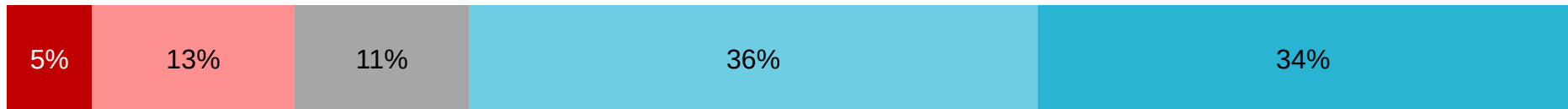
Evaluation feedback

Q: To what level do you agree with the following statements?

I had the information I needed to complete this survey



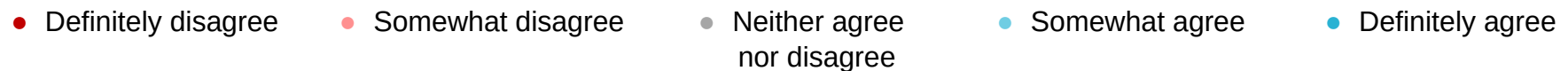
The survey questions were easy to understand



I feel the opportunity for feedback on this project is genuine



The draft Strategy and supporting documents have given me a greater understanding of transport opportunities and challenges in Hobart



Q: Is there anything else you would like to say about this survey?

Other things we heard about the survey design or intent are grouped by theme below.

General dissatisfaction

We heard from 29 people that they were dissatisfied with the scope of the survey, the way the survey was written or with the intent of the survey. An additional 19 people felt the survey questions were leading, biased or designed to support a preconceived outcome. 12 additional comments questioned the impact of the survey data. We also heard some suggestions including:

- Use less jargon
- Make questions more specific
- Allow more open responses
- Allow ranking of issues / priorities
- Ensure the survey is representative
- Ensure the survey is accessible
- Promote the opportunity for engagement widely

General satisfaction

We heard from 13 people that they were satisfied with the survey or were happy to be given the opportunity to provide feedback on the draft documents.

“The questions are difficult to answer without referring to the transport strategy document which will reduce feedback from the general public”

“We are pleased to have been given the chance to be involved but hope you genuinely use this feedback where possible in the outcomes”

Appendix C

Hobart Transport Strategy 2024

Have Your Say!

The City of Hobart (City) is developing the Hobart Transport Strategy 2024 (Strategy). The Strategy aims to provide transport choice in Hobart and will help us make decisions that will benefit the city over the next 10 years. This includes deciding how we invest in transport.

We are asking the community for their feedback on the draft Strategy as well as the draft Parking and Kerbside Management Plan. These includes actions to help achieve the City's transport goals. We want to know what actions matter the most to you. This feedback will help us prioritise and decide on the actions to focus on over the next 10 years.

We want to ensure our roads and streets can work for everyone – your feedback helps us find the right balance and ensures the Hobart Transport Strategy 2024 and the Parking and Kerbside Management Plan reflects this.

We have split the survey into 13 key themes, each on a different page. Most pages have only 1 question; however, you can skip pages or questions you don't wish to answer. There will be an opportunity at the end of the survey for comments about anything else you feel is important. The themes are:

- **Encouraging and enabling behaviour change**
- **Safe and healthy streets for all**
- **Climate ready transport**
- **Emerging trends to enhance our city**
- **Walking**
- **Bike riding and micromobility**
- **Public Transport**
- **Driving**
- **Street space, function and management**
- **Freight and goods last mile connectivity**
- **Parking and kerbside management**
- **Additional feedback**
- **A bit about you**

If you would prefer, you can complete this survey online via the Your Say Hobart website. You can also read the draft documents, a summary document and FAQs on the project webpage.

Scan the QR below using your phone to go to the Your Say Hobart project webpage.



Thank you for contributing to the future of transport in Hobart. When you have completed the survey, please return it to the City of Hobart Customer Service Centre, 16 Elizabeth Street, Hobart or give it back to the City of Hobart staff member who gave it to you.

1. Have you provided feedback before on Transport in Hobart?

☐ Yes | ☐ No | ☐ Not sure

2. Are you answering this survey on behalf of an organisation or group?

☐ Yes | ☐ No

2a. If you answered yes to Q2, what is the name of the organisation / group?

Encouraging and enabling behaviour change

'Encouraging and enabling behaviour change' means motivating and empowering people to adopt new habits or ways of doing things. In this context, it means providing people with the opportunity to experiment with how they travel and to experience the benefits of walking, riding or using public transportation.

To achieve this, our transport network will need to be managed more effectively as our population changes to improve the quality of life and productivity of Hobart.

Changing travel behaviour has benefits for everyone - including healthier people and streets, reduced congestion, reduced travel expenses and reduced emissions.

You can read the summary of this overarching theme on the Your Say project page or from **page 42** in the draft Hobart Transport Strategy 2024.

3. In the draft Strategy, actions have been identified to deliver on this overarching theme. How important are the following actions to you?

As an organisation, be a leader on travel behaviour change

I'm not sure	Not at all important	Of low importance	Moderately important	Of high importance	Extremely important
☐	☐	☐	☐	☐	☐

Enabling our community

I'm not sure	Not at all important	Of low importance	Moderately important	Of high importance	Extremely important
☐	☐	☐	☐	☐	☐

Working with stakeholders and advocating for behaviour change to support transport choice

I'm not sure	Not at all important	Of low importance	Moderately important	Of high importance	Extremely important
☐	☐	☐	☐	☐	☐

Safe and healthy streets for all

‘Safe and healthy streets for all’ means creating urban environments that are accessible, healthy and secure for everyone, regardless of age or physical ability.

When streets are designed to accommodate people with a disability, a senior person, or a parent with a pram, it benefits everyone.

We want our streets to be comfortable, connect people to the places they want to go, easy to walk and ride in, accessible by public transport, and free from air and noise pollution.

You can read the summary of this overarching theme on the Your Say project page or from **page 48** in the draft Hobart Transport Strategy 2024.

4. In the draft Strategy, actions have been identified to deliver on this overarching theme. How important are the following actions to you?

Develop principles for speed limit management

I'm not sure	Not at all important	Of low importance	Moderately important	Of high importance	Extremely important
☐	☐	☐	☐	☐	☐

Incorporate street greening (tree planting and garden beds) for inclusive and healthy street

I'm not sure	Not at all important	Of low importance	Moderately important	Of high importance	Extremely important
☐	☐	☐	☐	☐	☐

Prioritise vulnerable road users (people walking and riding, including motorbikes and scooters) through improved infrastructure and traffic management

I'm not sure	Not at all important	Of low importance	Moderately important	Of high importance	Extremely important
☐	☐	☐	☐	☐	☐

Advocate to and work with the Tasmanian and Federal Governments for safe and healthy streets

I'm not sure	Not at all important	Of low importance	Moderately important	Of high importance	Extremely important
☐	☐	☐	☐	☐	☐

Climate ready transport

‘Climate ready transport’ means ensuring our transport network copes with the challenges posed by climate change. In this context, it involves making changes to reduce emissions and adapt to the climate and biodiversity emergency.

What we do now matters. The City of Hobart is committed to leading on climate change by moving towards a zero emissions and climate ready future with our community.

Transport currently makes up 50% of community emissions in Hobart.

The biggest impact we can make collectively to reduce transport emissions, and to support the vision of this strategy, is to support a shift to walking, bike riding and public transport use.

Choosing these low or zero emission modes will support social and economic outcomes as well as environmental benefits.

You can read the summary of this overarching theme on the Your Say project page or from **page 56** in the draft Hobart Transport Strategy 2024.

5. In the draft Strategy, actions have been identified to deliver on this overarching theme. How important are the following actions to you?

Increasing active and public transport choice

I'm not sure	Not at all important	Of low importance	Moderately important	Of high importance	Extremely important
☐	☐	☐	☐	☐	☐

Enabling the use of new fuel technologies

I'm not sure	Not at all important	Of low importance	Moderately important	Of high importance	Extremely important
☐	☐	☐	☐	☐	☐

Emerging trends to enhance our city

‘Emerging trends to enhance our city’ refers to new developments that change the way we live and move. New technology is constantly evolving and there are many positive possibilities that may be enabled by new transport technology.

Examples of this new technology might include: battery technology which allow us to travel further, producing less emissions or; Artificial Intelligence allowing for creation of autonomous vehicles. These two innovations are examples of development which need to be managed strategically to ensure they are a positive addition to our transport network.

The challenge of emerging trends is to respond and adapt to changes and disruptions in a way that supports innovation and improves transport choice, without undermining the vision and key themes of this strategy.

You can read the summary of this overarching theme on the Your Say project page or from **page 61** in the draft Hobart Transport Strategy 2024.

6. In the draft Strategy, actions have been identified to deliver on this overarching theme. How important are the following actions to you?

Supporting new transport innovations that deliver more transport choice for Hobart

I'm not sure	Not at all important	Of low importance	Moderately important	Of high importance	Extremely important
☐	☐	☐	☐	☐	☐

Walking

Walking is sustainable, space efficient, zero emission and low cost. Through previous feedback, our community has told us that creating walkable environments in Hobart is important because it is easy, enjoyable, fast and flexible, with lifestyle, physical and mental wellbeing benefits.

A safe, comfortable and connected walking network can encourage more people on our streets supporting public transport, accessibility and reduced congestion on our roads. Walking has health benefits for our community, adds vibrancy to our streets and boosts the local economy.

People walking or using a personal mobility device have not always been prioritised in our transport network. The likelihood of choosing walking as a mode of transport in our city can be influenced by an unpleasant experience such as cluttered and congested footpaths, delays and noise and air pollution. This can mean we miss out on the benefits of walking.

You can read the summary of this transport mode on the Your Say project page or from **page 69** in the draft Hobart Transport Strategy 2024.

7. In the draft Strategy, actions have been identified to deliver on this transport mode. How important are the following actions to you?

Continue to improve walking in our neighbourhoods

I'm not sure	Not at all important	Of low importance	Moderately important	Of high importance	Extremely important
☐	☐	☐	☐	☐	☐

Continue to create a walkable central Hobart

I'm not sure	Not at all important	Of low importance	Moderately important	Of high importance	Extremely important
☐	☐	☐	☐	☐	☐

Bike riding and micromobility

Making bike riding safer, more comfortable and more enjoyable will make bike riding and micromobility a genuine choice for more people, for more trips.

More trips by bike will assist in reducing congestion on our roads and in turn support our climate change goals: reducing the transport sector's carbon emissions.

Having well connected bike riding infrastructure is critical to a network. Gaps in routes can create detours, delays and safety concerns creating a barrier to bike riding. By closing these gaps, both within the City of Hobart and connecting Local Government Areas, we can improve condition and help make bike riding the mode of choice for more people of all ages and abilities.

You can read the summary of this transport mode on the Your Say project page or from **page 76** in the draft Hobart Transport Strategy 2024.

8. In the draft Strategy, actions have been identified to deliver on this transport mode. How important are the following actions to you?

Make it easier for more people to ride bikes more places

I'm not sure	Not at all important	Of low importance	Moderately important	Of high importance	Extremely important
☐	☐	☐	☐	☐	☐

Work with the Tasmanian Government on active transport initiatives

I'm not sure	Not at all important	Of low importance	Moderately important	Of high importance	Extremely important
☐	☐	☐	☐	☐	☐

Public Transport

Hobart has the potential for a great public transport network - defined by reliable and frequent services that become a mode of choice for everyday trips. Our region has traditionally concentrated on facilitating car trips, but making some changes to allow more public transport choices is achievable.

We know that a reliable and frequent bus network, supported by a water transport option, is something our community needs to have more transport choice and equity.

You can read the summary of this transport mode on the Your Say project page or from **page 85** in the draft Hobart Transport Strategy 2024.

9. In the draft Strategy, actions have been identified to deliver on this transport mode. How important are the following actions to you?

Continue to work with and advocate to the Tasmanian Government to improve public transport

I'm not sure	Not at all important	Of low importance	Moderately important	Of high importance	Extremely important
☐	☐	☐	☐	☐	☐

Contribute to improved public transport through improving service visibility and user experience

I'm not sure	Not at all important	Of low importance	Moderately important	Of high importance	Extremely important
☐	☐	☐	☐	☐	☐

Driving

Hobart has the highest amount of car commuting of Australian capital cities (per capita). The way we move around Greater Hobart is mostly road based with private motor vehicle travel representing the majority of all trips taken. This includes private cars, taxis, ride share services and motorcycles.

By supporting transport choice, we want to encourage more people to explore their transport options and reduce reliance on private vehicles. At the same time, we know that driving will always be an important transport mode for many people. We want to improve vehicle trips on key routes through, to and from our city.

You can read the summary of this transport mode on the Your Say project page or from **page 90** in the draft Hobart Transport Strategy 2024.

10. In the draft Strategy, actions have been identified to deliver on this transport mode. How important are the following actions to you?

Initiate a car sharing scheme

I'm not sure	Not at all important	Of low importance	Moderately important	Of high importance	Extremely important
☐	☐	☐	☐	☐	☐

Supporting better car movement to, through and from our City on key routes

I'm not sure	Not at all important	Of low importance	Moderately important	Of high importance	Extremely important
☐	☐	☐	☐	☐	☐

Street space, function and management

Street space, function and management focuses on allocating street space to accommodate different modes of transport, especially those that are economically important, space-efficient and promote a vibrant city life. These include walking, bike riding and those using public transport.

Currently, our street network focusses on efficient car access over walking, bike riding and public transport. As Hobart grows, we need to carefully prioritise our high-value street space and balance competing demands that can vary throughout the day and year.

You can read the summary of this city operation on the Your Say project page or from **page 98** in the draft Hobart Transport Strategy 2024.

11. In the draft Strategy, actions have been identified to deliver on this city operation. How important are the following actions to you?

Balance street space allocation for all transport modes

I'm not sure	Not at all important	Of low importance	Moderately important	Of high importance	Extremely important
☐	☐	☐	☐	☐	☐

Freight and goods last mile connectivity

The term 'last mile freight' refers to the final stage of delivering goods to shops and businesses through delivery processes, technologies, people and vehicles. This stage is crucial for Hobart's economy as it ensures that all necessary supplies reach their destination, supporting retail, hospitality and other sectors.

Efficient delivery of the things that we need improves the economy, the environment, and the liveability of Hobart. Planning for freight and deliveries must balance priorities to ensure the central city functions efficiently while remaining a great place to live and work.

You can read the summary of this city operation on the Your Say project page or from **page 105** in the draft Hobart Transport Strategy 2024.

12. In the draft Strategy, actions have been identified to deliver on this city operation.
How important are the following actions to you?

Facilitating 'last kilometre' freight delivery to be efficient, environmentally sustainable and supportive of our local business needs

I'm not sure	Not at all important	Of low importance	Moderately important	Of high importance	Extremely important
☐	☐	☐	☐	☐	☐

Parking and kerbside management

Parking is a key part of our transport network – whether we travel by car, by bike, by scooter or motorcycle, at the end of our journey we need somewhere to safely store our vehicle. The space required for storing vehicles is significant, and depending on who we are and why we're travelling, we have different access needs for parking on- and off-street.

Kerbside space is the space between the footpath and the traffic lane. Kerbside space is frequently used for parking and storage of cars, trucks, bikes and motorbikes. These are generally the most convenient and popular parking spaces. Kerbside space can also be used for other important city functions such as on-street dining, tree planting, public transport infrastructure and to meet other transport or city planning objectives.

The Parking and Kerbside Management Plan supports the vision of the Hobart Transport Strategy 2024, and guides decisions related to parking supply, demand management and optimisation of this important but limited space.

You can read the summary of this city operation on the Your Say project page or from **page 108** in the draft Hobart Transport Strategy 2024 or in the draft Parking and Kerbside Management Plan.

13. In the draft Strategy, actions have been identified to deliver on this city operation.
How important are the following actions to you?

Balancing kerbside access for all transport modes and to enhance our city streets

I'm not sure	Not at all important	Of low importance	Moderately important	Of high importance	Extremely important
☐	☐	☐	☐	☐	☐

Improving the transport user experience through clear and effective communication with our parking customers

I'm not sure	Not at all important	Of low importance	Moderately important	Of high importance	Extremely important
☐	☐	☐	☐	☐	☐

Managing on- and off-street parking, making it easier to find a suitable place to park within 200m-300m of my destination

I'm not sure	Not at all important	Of low importance	Moderately important	Of high importance	Extremely important
☐	☐	☐	☐	☐	☐

Managing parking finance, including fees and permits to support transparent costs and benefits

I'm not sure	Not at all important	Of low importance	Moderately important	Of high importance	Extremely important
☐	☐	☐	☐	☐	☐

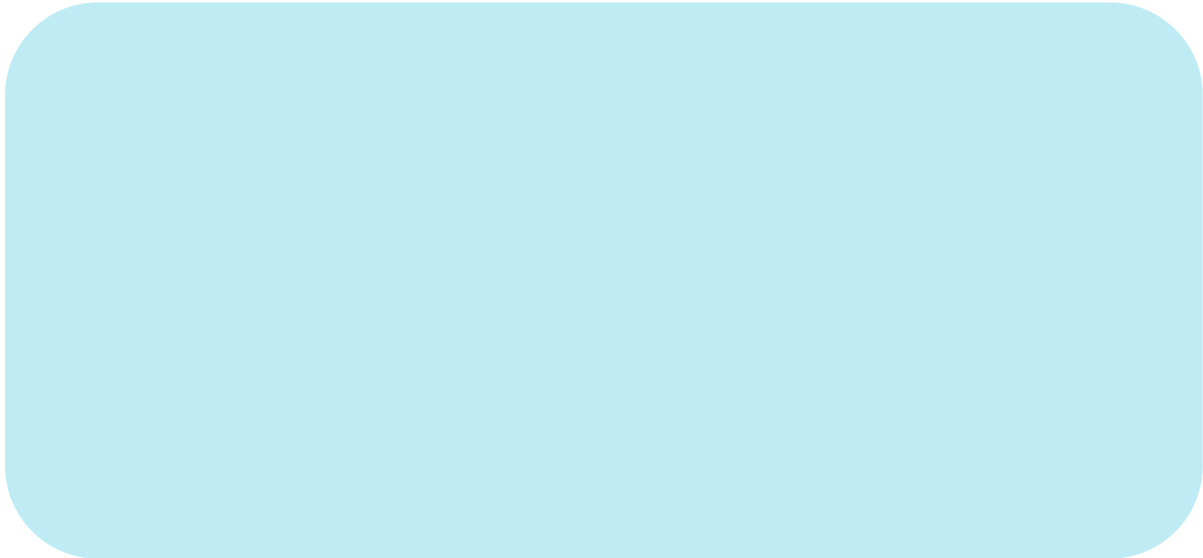
Use a data-led, strategic approach to making changes to kerbside space and controls in consultation with our community

I'm not sure	Not at all important	Of low importance	Moderately important	Of high importance	Extremely important
☐	☐	☐	☐	☐	☐

14. Is there any other feedback you would like to give about the draft Parking and Kerbside Management Plan?

Additional feedback

15. Is there any other feedback you would like to give about the draft Hobart Transport Strategy 2024?



16. To what level do you agree with the following statements?

I had the information I needed to complete this survey

Definitely disagree	Somewhat disagree	Neither agree now disagree	Somewhat agree	Definitely agree
☐	☐	☐	☐	☐

The survey questions were easy to understand

Definitely disagree	Somewhat disagree	Neither agree now disagree	Somewhat agree	Definitely agree
☐	☐	☐	☐	☐

I feel the opportunity for feedback on this project is genuine

Definitely disagree	Somewhat disagree	Neither agree now disagree	Somewhat agree	Definitely agree
☐	☐	☐	☐	☐

The draft Strategy has given me a greater understanding of transport opportunities and challenges in Hobart

Definitely disagree	Somewhat disagree	Neither agree now disagree	Somewhat agree	Definitely agree
☐	☐	☐	☐	☐

17. Is there anything else you would like to say about this survey?



18. If you would like to receive updates on this project, please provide your email address



A bit about you

Information collected here is anonymous. It is used to let the City of Hobart know more about the people who are completing our surveys. Having this information helps us to ensure we are hearing from a broad range of people in our community.

19. How old are you?

- | | | | |
|---------------------------------------|------------------------------------|------------------------------------|--------------------------------------|
| ☐ under 18 yrs | ☐ 19-29 yrs | ☐ 30-39 yrs | ☐ 40-49 yrs |
| ☐ 50-59 yrs | ☐ 60-69 yrs | ☐ 70-79 yrs | ☐ over 80 yrs |
-

20. Where do you live?

- | | |
|--|---|
| ☐ I live in Hobart | ☐ I live in a surrounding area |
| ☐ I live interstate | ☐ I live in another part of Tasmania |
| ☐ I live overseas | |

20a. If you live in Hobart, which suburb do you live in?

20b. If you live in Hobart, how long have you lived here?

20c. If you live in a surrounding area, what Local Government Area do you live in?

20d. If you don't live in Hobart, how often do you visit Hobart?

- | | |
|-----------------------------------|---|
| ☐ Daily | ☐ Weekly |
| ☐ Monthly | ☐ Once every six months |
| ☐ Annually | ☐ This is my first visit / I have only been once |

22. What is your gender?

- ☐ Man ☐ Woman ☐ Non-binary ☐ I prefer not to say
☐ Other (please specify if you would like to)

23. Do you speak a language other than English at home?

- ☐ Yes | ☐ No

23a. If you answered yes to Q23, what language/s do you speak?

24. Do you identify as Aboriginal or Torres Strait Islander?

- ☐ Yes | ☐ No | ☐ I prefer not to say

Thank you for taking the time to complete this survey!

Please return it to the City of Hobart Customer Service Centre, 16 Elizabeth Street, Hobart or give it back to the City of Hobart staff member who gave it to you.